

GENERAL PLAN



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TOWN OF LOS GATOS

GENERAL PLAN

TOWN OF LOS GATOS

AS RECOMMENDED BY THE PLANNING COMMISSION

RESOLUTION 83-6 ADOPTED JULY 27, 1983

and

RESOLUTIONS 84-7 AND 84-8 ADOPTED OCTOBER 24, 1984

and

AS ADOPTED BY THE TOWN COUNCIL

RESOLUTION NO. 1985-19 ADOPTED FEBRUARY 4, 1985

TOWN COUNCIL

Joanne K. Benjamin, Mayor
Terrence J. Daily, Vice-Mayor
Eric D. Carlson
Thomas J. Ferrito
Brent N. Ventura

PLANNING COMMISSION

Barbara Spector, Chair
Kathryn Morgan, Vice Chair
Lee Chase
Argo Gherardi
Susan Grimes
Robert Holding
Sam E. Laub
Catherine N. Smith

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James F. Van Houten, Town Engineer
Patsy Montoya, Secretary

Lee E. Bowman, Planning Director
Donald R. Ross, Senior Planner
Alan M. Lazure, Planner
Nancy Hoffman-Brown, Planner
Kirk Heinrichs, Code Enforcement Officer
Renate M. Bruck, Administrative Secretary
Diane Gamble, Secretary I
Wanda McKinney, Secretary I
Joe Fok, Planning Intern - Graphics
Guy Albin, Planning Intern - Graphics

RESOLUTION NO. 1985-19

RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF LOS GATOS
ADOPTING THE LOS GATOS GENERAL PLAN

WHEREAS, under the provisions of Government Code section 65355, the Town Council of the Town of Los Gatos conducted a public hearing for consideration of adoption of the Los Gatos General Plan and its environmental impact report (EIR), in sessions held on September 19, October 17, and November 7, 1983 and February 21, March 19, and April 16, 1984.

WHEREAS, under the provisions of Government Code section 65351 and section 15165 of the Guidelines for Implementation of the California Environmental Quality Act of 1970 and the provisions of Town Council Resolution No. 1983-218, the Town Planning Commission had previously conducted a public hearing concerning the certification of the EIR and adoption of the Los Gatos General Plan, and adopted Resolution No. 83-6 on July 27, 1983, recommending that the Town Council certify the EIR and adopt the General Plan.

WHEREAS, during its hearing the Town Council considered all of the matters shown in Planning Commission Resolution No. 83-6.

WHEREAS, under Government Code section 65356, on April 16, 1984, the Town Council referred several amendments to the Planning Commission for report and has received a written report in the form of Planning Commission Resolution No. 84-7 adopted October 24, 1984.

WHEREAS, under Government Code section 65351, the Planning Commission initiated amendments to the proposed Land Use and Housing Elements of the General Plan to bring them into compliance with the court's decision in Twain Harte Homeowners Association v. County of Tuolumne and with concerns expressed by the California Department of Housing and Community Development, forwarding these amendments to the Council as Planning Commission Resolution No. 84-8 adopted October 24, 1984.

WHEREAS, under the provisions the Government Code section 65355, the Town Council held a readvertised public hearing in sessions held on September 17, November 19, December 3 and December 17, 1984 and January 7 and February 4, 1985.

WHEREAS, during its hearing the Town Council considered all of the matters shown in Planning Commission Resolutions No. 84-7 and 84-8.

WHEREAS, on December 3, 1984, the Town Council found that the final EIR for the Los Gatos General Plan as recommended for certification by the Planning Commission on July 27, 1983 is prepared in compliance with the California Environmental Quality Act and guidelines and is complete.

RESOLVED: The EIR is hereby certified.

FURTHER RESOLVED: the Town Council finds that the Los Gatos General Plan as recommended by the Planning Commission on July 27, 1983 and October 24, 1984 is consistent with California General Plan Guidelines and that all proceedings have been conducted in compliance with the provisions of Government Code sections 65350 through 65359.

FURTHER RESOLVED: the Los Gatos General Plan (including text and maps attached hereto, Exhibit A) is hereby adopted.

FURTHER RESOLVED: the Los Gatos General Plan Technical Appendix is approved as a reference document and is not part of the officially adopted Los Gatos General Plan.

PASSED AND ADOPTED at a regular meeting of the Town Council of the Town of Los Gatos held on the 4th day of February, 1985, by the following vote:

AYES: COUNCIL MEMBERS Eric D. Carlson, Terrence J. Dally, Brent N. Ventura, and Mayor Joanne Benjamin

NOES: COUNCIL MEMBERS Thomas J. Ferrito

ABSTAIN: COUNCIL MEMBERS None

ABSENT: COUNCIL MEMBERS None

SIGNED: s/s Joanne Benjamin
MAYOR OF THE TOWN OF LOS GATOS

ATTEST:

s/s Rose E. Aldag (seal)
CLERK OF THE TOWN OF LOS GATOS



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2/4/85

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INTRODUCTION

1.0

1.0 INTRODUCTION

1.1 HISTORICAL BACKGROUND

Los Gatos is one of Santa Clara County's oldest communities. In 1840, the Mexican government granted a land patent to Sebastian Peralta and Jose Hernandez for a rancho to be called La Rinconada de Los Gatos (the corner of the cats). The original rancho covered 6,600 acres in the West Valley area, of which 100 were selected for the site of the Town of Los Gatos in 1868. Incorporation was in 1887.

Because of its distance from other centers of population, Los Gatos developed a complete community structure having residential, business and industrial elements.

From the first 100 acre town site and an 1890 census population of 1,652, Los Gatos grew by the time of its initial General Plan adoption in 1963 to an area of approximately 4,000 acres, or 6.3 square miles, and a population in excess of 11,750. By the time of the first major General Plan revision in 1971, the Town had grown to an area of 9 square miles and a population of 24,350. Today Los Gatos covers approximately 10 square miles and has a population of 27,020 persons (1984).

Los Gatos' boundaries encompass a wide variety of terrain, ranging from level land to steep and densely wooded hillsides. The sharp visual contrasts among these features maintains the picturesque setting of the town. In the midst of an increasingly uniform urban complex, this setting has attracted inhabitants with a preference for the continuation of the area's distinctive high quality environment.

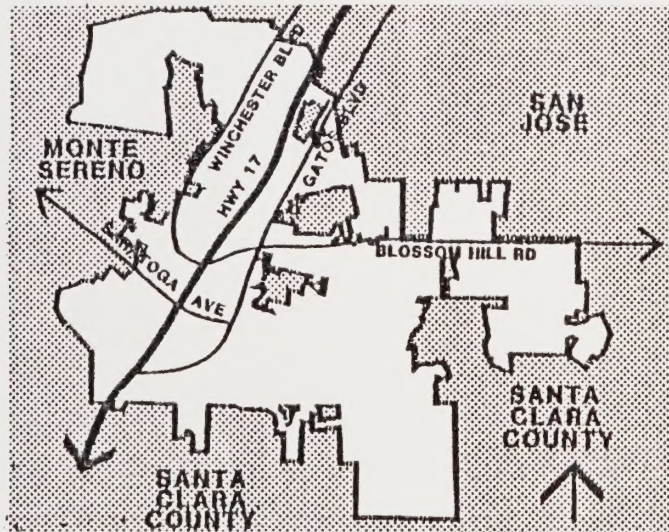


figure 1.1 TOWN OF LOS GATOS

1.2 ORGANIZATION

The General Plan for the Town of Los Gatos contains the nine elements mandated by the State General Plan Guidelines and four permissive elements. The mandated elements presented are:

- | | |
|-------------------|-----------------------|
| o Land Use | o Conservation and |
| o Housing | Historic Preservation |
| o Circulation | o Safety |
| o Scenic Highways | o Seismic Safety |
| o Open Space | o Noise |

The permissive elements included are:

- | | |
|---------------------|--------------------|
| o Route 85 Corridor | o Community Design |
| o Energy | o Human Services |

Each element of this Plan includes sections for Introduction, Issues, Goals, Policies and Implementation. The issues listed are those that were expressed during the public review process which commenced with the Town Advisory Committee in 1981 and continued through the public hearings in 1982-84. They are expressions of public concerns and are not necessarily comprehensive.

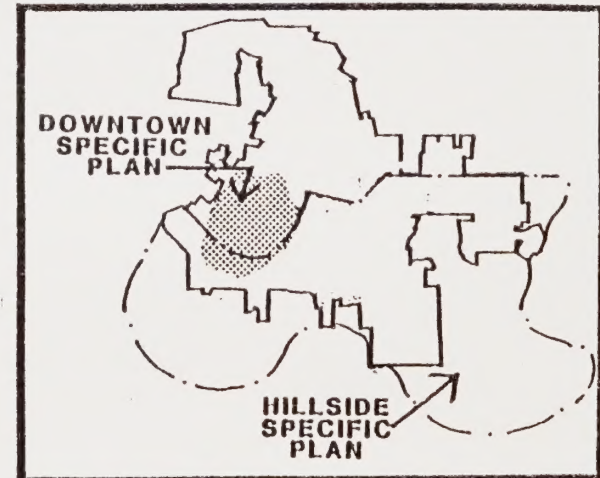


figure 1.2 PLANNING AREA

1.3 GENERAL PLAN GOAL

The overall goal of the General Plan is the preservation of Town character. The planned growth is only that which can be accommodated by a very limited expansion of facilities and services. This document attempts to channel and control growth to fulfill the specific needs of the Town.

LAND USE

2.0

2.0 LAND USE ELEMENT

2.1 INTRODUCTION

The Land Use Element consists of the following text and the "Town of Los Gatos Land Use Plan" map (Figure 2.2).

The Land Use Element also establishes definitions of each of the land use categories found on the Land Use Plan Map.

2.2 ISSUES

1. Residential Land Use - How to maintain the existing housing stock within the Town has been identified as of primary importance. A townwide issue relates to the ability of the Town to supply housing for the elderly and lower and moderate income groups and the methods used to achieve such housing types. With regard to these special housing need groups, location, types of units, and funding strategies have been issues throughout the planning process.
2. Commercial Land Use - How to maintain the small shop/merchant orientation of the Town?
3. Local Serving Business - How to maintain local serving businesses?
4. Office Professional - How much expansion of this use is considered desirable?
5. Light Industrial - How to achieve appropriate location and intensity of use?
6. Public - How to maintain existing public facilities and provide additional services/emergency services to hillsides.
7. Open Space - How to provide for the maintenance and improvement of open space areas?
8. In which zones do we allow Bed and Breakfast Inns and under what conditions?
9. What to do with closed schools?
10. Annexation of unincorporated islands into the Town.

2.3 GOALS

1. To preserve the existing character and quality of life within the Town.
2. To maintain the natural topography and the integrity of all natural systems within the Town.
3. To allow the maintenance, rehabilitation and construction of commercial and industrial facilities which provide the residents with adequate commercial and industrial services.

4. To maintain a well balanced, economically stable community within environmental limitations.

5. To maintain the existing residential neighborhoods and to control development of available residential land.

2.4 POLICIES

1. It is the basic policy of the Town of Los Gatos to preserve its distinctive and unique environment and to maintain the natural topography and vegetation historically found here.

2. Light industrial and office - professional development will be restricted to areas which are not suitable for residential development. Existing residential areas will be protected from pressures for office development.

3. A variety of commercial uses is considered desirable by the Town and shall be maintained. A strong downtown commercial area combined with neighborhood commercial centers shall be maintained to meet the shopping needs of residents.

4. Public facilities (e.g.: library, Town hall, schools, recreation center, parks) shall be maintained.

5. Policies relating to hillside areas are in the Hillside Specific Plan. The following policy is suggested as an amendment to that Plan:

Hillside development shall be limited to that specified in a revised Hillside Plan. Development policy specified in the Hillside Plan should be strictly enforced with the intention of minimizing development and preserving the rural atmosphere.

6. Downtown Area policies are given in the Downtown Specific Plan.

7. Development in and adjacent to the Route 85 Corridor shall be minimized pending the funding of transportation facilities in the corridor.

8. In those areas with traffic problems conversion from residential to nonresidential uses shall be limited.

9. The Town shall protect existing residential area by assuring that buffers are developed and maintained between them and other types of areas. Buffers shall consist of landscaping, sound barriers, and other design attributes required at the time such uses are approved to minimize the impact of possible conflicting uses. Uses which would lead to deterioration, reduction of values, or adversely impact the public safety or the residential character of the residential neighborhood shall be prohibited.

10. The Town shall restrict development to that supported by parking, circulation, utilities and municipal services.

11. The Town shall not allow Bed and Breakfast Inns in residential zones.

12. The Town shall preserve open space and public uses upon the sale of existing school property in order to preserve school playing fields as developed open spaces.

13. The Town may allow alternative uses of school buildings subject to conditions which will limit adverse impacts on the neighborhood.

14. The Town shall allow redevelopment of unused school sites commensurate with the surrounding residential neighborhood and availability of services.

15. The Town shall approve no subdivision which creates a land-locked lot. Corridor lots are discouraged.

16. The Town shall prohibit the establishment of new clubs, lodges, halls and fraternal organizations in residential zones except on the site of a closed school.

17. The Town encourages the annexation of unincorporated islands into the Town and the Town will not require the installation of curbs, gutters, sidewalks, or street lights as a condition of annexation nor will these improvements be imposed on annexed areas after annexation unless the residents of the area request such improvements and are willing to participate in the cost of such improvements. This does not prevent the Town from requiring such improvements as a condition of approval of any zoning or subdivision approval if such conditions are normally made on those items and the improvements would be in keeping with the neighborhood.

2.5 IMPLEMENTATION

1. Residential Uses:

The following definitions are set forth for residential land uses as designated on the Land Use Plan (Figure 2.2).

The boundaries delineating the various ranges of allowable density are intentionally general, as opposed to more precise zoning type boundaries. In connection with properties abutting or crossed by such boundaries, the precise determination of density shall be limited within the extreme high and low density allowances of the two abutting designations. Where density ranges are delineated along a street, either side of the street may be included within either density range with the precise boundary to be considered at the time a property is zoned. Minimum densities are intended to be a floor, except when there are extenuating circumstances due to conflicts with other elements of the General Plan.

a. HILLSIDE RESIDENTIAL (DENSITY RANGE 0-1 DWELLINGS PER NET ACRE)

This density range is provided essentially for a low density, rural type, large lot or cluster, single family residential development, all strongly influenced by areas of mountainous terrain. It is projected for the area southerly and easterly of Town, bounded on the north essentially by the demarcation between flat and hilly terrain. The low density residential development is consistent with the traditional rural setting of the land so designated, which is responsive to the unique terrain and its vegetation. This range would allow a population density up to 3.5 persons per acre.

b. LOW DENSITY RESIDENTIAL (DENSITY RANGE 0-5 DWELLINGS PER NET ACRE)

This density range is provided essentially for the single family residential subdivision of properties located on generally level terrain. It is projected for the largest portion of the Town land area designated for residential usage. Its objective is the encouragement of single family residential development in either its historical form (such as in the area west of the CBD) in the standard tract development resulting from traditional zoning approaches, or in any innovative forms obtainable through application for cluster or planned development approvals. This range would allow a population density up to 17.5 persons per acre.

c. MEDIUM DENSITY RESIDENTIAL (DENSITY RANGE 5-12 DWELLINGS PER NET ACRE)

This density range is provided for areas which exhibit either a capacity for lowest density urban residential development exclusively, low density multi-family residential development exclusively, or areas of transition where low density multiple residential and more traditional single family residential development might exist in harmony. The areas to which this range is applied are those which are in need of more precise examination than a general plan review affords before it can be determined whether the traditional single family residential, low density multi-family residential or a combination of the two is most appropriately authorized. This range would allow a population density up to 24 persons per acre.

d. HIGH DENSITY RESIDENTIAL (DENSITY RANGE 5-20 DWELLINGS PER NET ACRE)

This density range is provided essentially for most extensive multi-family residential development. Its objective is the provision of quality housing for those who desire or need to live in close proximity to a business area. This range would allow a population density up to 40 persons per acre.

e. HIGH DENSITY RESIDENTIAL SPECIAL USE (DENSITY RANGE 20+ DWELLINGS PER NET ACRE)

This density range is provided to encourage developments for special need groups. The increased densities (to be determined through development review) will aid developers by lowering land cost per unit. Senior citizens, low income groups, etc., may benefit from this use designation. This range would allow a population density up to 80 persons per acre.

f. MOBILE HOME PARK (DENSITY RANGE 5-12 DWELLINGS PER NET ACRE)

This designation is provided to encourage the preservation of the existing mobile home parks as a source of affordable housing. This range would allow a population density up to 24 persons per acre.

The above designated density ranges are intended as expression of the extreme limits of net densities which are reasonable and desirable for the various areas within the present or projected Town boundaries. Determination of precise density on any property is a function of subsequent implementation and may, therefore, result in the determination of densities less than the maximum within the assigned range. The population density standards are based upon an assumed household size of 3.5 persons per dwelling unit for Hillside and Low Density Residential and 2.0 persons per dwelling unit for the other residential density ranges. The actual population density in terms of persons per acre is the product of the number of dwelling units per acre and the number of persons per dwelling unit. Since the latter number varies from household to household and may change over time, the population density standards expressed in terms of persons per acre must be considered fairly general and flexible.

2. Nonresidential Uses:

The following definitions are set forth for non-residential land uses as designated on the Land Use Plan (Figure 2.2), and as with the previously discussed residential designations, the boundaries of these designations are general in nature, with precise boundary locations to be accomplished at the time of subsequent implementation of this element through zoning.

a. CBD - CENTRAL BUSINESS DISTRICT

This designation, utilized exclusively in the Town Center and intended to encourage the continued development of a strong core of community-oriented commercial goods and services, is unique in its accommodation of small, village or town style merchants, its intent to maintain and expand landscaped open spaces and mature tree growth, its integration of new construction with existing structures of historical or architectural significance, and its emphasis on the importance of the pedestrian. New construction in the CBD shall be limited to a Floor Area Ratio (FAR) of .6 and a height limit of 45 feet. All new construction will be limited by the traffic capacity of the streets serving the area.

b. MIXED USE COMMERCIAL

This designation would permit a mixture of retail, office, service, non-manufacturing industrial uses, recreational uses and restaurants. Project designs shall be in keeping with the scale and natural environments of adjacent residential neighborhoods. Facilities developed under this designation should be designed so as to provide prime orientation to the major arterial street frontage and proper transitions to any adjacent residential property. This designation should never be interpreted to allow development of independent commercial facilities with principal frontage on the side streets. Building intensity will be restricted to a land coverage of 50% or less, a height limit of 35 ft. and be further limited by the traffic capacity of the streets serving the area and the amount of parking that can be provided.

c. NEIGHBORHOOD COMMERCIAL

This designation is provided in various outlying areas at easily accessible locations, and is intended to encourage concentrated and coordinated commercial development which provides the necessary day-to-day commercial goods and services required by the residents of the neighborhood. Building intensity will be restricted to a land coverage of 50% or less, a height limit of 35 ft. and be further limited by the traffic capacity of the streets serving the area and the amount of parking that can be provided.

d. SERVICE COMMERCIAL

This designation is defined as service businesses necessary for the conduct of households or businesses, such as auto repair, building materials sales, paint suppliers, janitorial services, towing businesses, contractors offices and yards, laundry and dry cleaners, etc. as well as wholesaling and warehousing activities. Building intensity will be restricted to a land coverage of 50% or less, a height limit of 35 ft. and be further limited by the traffic capacity of the streets serving the area and the amount of parking that can be provided.

e. LIGHT INDUSTRIAL

This designation is provided for large-scale office developments and selected, well controlled, industrial park-type and service oriented light industrial uses which are subject to rigid development standards. These uses should respond to community or region-wide needs. Building intensity will be restricted to a land coverage of 50% or less, a height limit of 35 ft. and be further limited by the traffic capacity of the streets serving the area and the amount of parking that can be provided.

f. OFFICE PROFESSIONAL

This designation is provided at various locations throughout the Town, often in close relationship to neighborhood or community oriented commercial facilities or as a buffer between commercial

f. OFFICE PROFESSIONAL (cont.)

and residential uses (especially converted houses). It is intended for the encouragement of professional offices which are located and designed to satisfy the need within the community for such services and for general business offices to help meet the need for local employment. Building intensity will be restricted to a land coverage of 50% or less, a height limit of 35 ft. and be further limited by the traffic capacity of the streets serving the area and the amount of parking that can be provided.

g. PUBLIC

This designation is provided to identify public facilities in the Town such as the Civic Center, court house, schools, and fire stations.

h. AGRICULTURE

This designation is provided to identify areas for the production of commercial agricultural crops.

i. OPEN SPACE

This designation is provided to identify the location of public parks, private preserves and stream corridors.

3. Interim Zoning:

The actual zoning placed on a property shall be less intense than the land use designation shown on the Land Use Plan unless required support services (utilities, traffic capacities, etc.,) are present.

The Planning Commission shall examine all vacant lands and other properties whose present development is less than the present zoning to determine whether the property should be downzoned.

4. Existing Plans:

a. The Los Gatos Hillside Specific Plan, adopted in 1979 and as revised from time to time by both the Town Council and Santa Clara County Board of Supervisors, sets forth specific development policies for the hillside areas within the Town's sphere of influence. The General Plan has been developed to be consistent with these policies and provides additional documentation for protection of the unique character of the hillside areas.

b. The Downtown Specific Plan, which was developed in concert with the General Plan, provides more detailed policies and implementation measures to achieve land use and operational goals within the downtown area. The General Plan provides designation of general use types in the downtown while the Downtown Specific Plan places regulations on their specific functions and appearance. Each of the General Plan elements contains policies and implementation measures which also may bear on the downtown

4. Existing Plans: (cont.)

area. However, these provide general guidelines consistent with Townwide goals and defer to the measures set forth in the Downtown Specific Plan for solutions to site specific issues.

c. The Route 85 Element (Section 5) discusses the timing and potential changes in land use in and adjacent to the Route 85 corridor.

5. Land Use Inventory:

The Planning Commission shall require a periodic inventory of land by specific category.

6. Impact of New Land Uses on Circulation:

Proposals for developments of subdivisions of 5 or more lots, any residential development of 5 or more units, all non-residential developments and any zone change that would, if approved, allow an intensification of use shall identify any impact on intersections and roads in terms of traffic volumes and safety.

When, in the opinion of the deciding body, the impact is unacceptable, the proposal must be modified or denied.

7. Public School Sites:

The Planning Commission shall periodically review the zoning on all public school sites to determine if it is commensurate with the existing development of the adjacent residential neighborhoods.

8. Public School Overlay Zone:

The -ps Public School Overlay Zone shall be used to keep closed school sites in public ownership and to preserve the playing fields as developed recreation space.

9. Existing Clubs, Lodges, etc:

Existing clubs, lodges, halls and fraternal organizations located in residential zones shall be able to obtain Conditional Use Permits in order to remain and any future applications must demonstrate that they do not impair the integrity of the zone.

10. Noise:

All land uses permitted by the element must comply with the provisions of the Noise Element and the Town's Noise Ordinance.

11. Annexation:

The Town will promote annexation of the unincorporated islands through the use of neighborhood surveys and meetings, and public hearings by the Town Council and elections as required by statute.

12. Specific Areas:

During the review and public hearings on this General Plan, the Town examined the existing and potential land uses for 18 specific areas. This analysis has been incorporated into the Technical Appendix. All of the final recommendations for land use have been illustrated on the Land Use Plan (figure 2.2). The specific policies for two of the areas which could not be illustrated on the Land Use Plan are listed below.

a. Alberto Way Basin:

Total development of the land in the Alberto Way basin (including existing and future) will be limited to the potential traffic generation of the proposed uses. The limit is 3,500 trips per day on Alberto Way north of Saratoga Avenue: (See also Figure 2.1)

Trips to be allocated.....	1,050
Maggi.....	336
Tang.....	420
San Jose Water Works.....	116
Kelley.....	84
Brunetto.....	84

Further, there shall be no access from the basin to Pine Avenue.

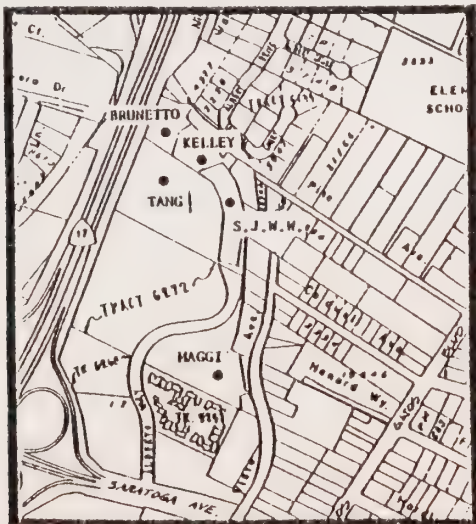


Figure 2.1

b. Central Avenue Area:

Land use designation shall reflect current development in the area and be implemented so all comparably situated parcels can have comparable land use designations.

TOWN OF LOS GATOS GENERAL PLAN

LAND USE PLAN

INCORPORATING THE LAND USE, CIRCULATION AND OPEN SPACE ELEMENTS

LEGEND

SPHERE OF INFLUENCE

CIRCULATION ELEMENT

. FREEWAY INTERCHANGE
 FREEWAY
 ARTERIAL
 COLLECTOR
 NEIGHBORHOOD COLLECTOR
 MOUNTAIN COLLECTOR
 EMERGENCY ACCESS

OPEN SPACE ELEMENT

..... AGRICULTURE
..... OPEN SPACE
..... SCHOOLS
..... MID-PENNINSULA OPEN SPACE DIST

LAND USE ELEMENT

HILLSIDE RESIDENTIAL, 0-1 (D.U./ACRE)
 LOW DENSITY RESIDENTIAL, 0-5
 MEDIUM DENSITY RESIDENTIAL, 5-12
 HIGH DENSITY RESIDENTIAL, 5-20
 HIGH DENSITY RESIDENTIAL, 20+
 OFFICE PROFESSIONAL
 NEIGHBORHOOD COMMERCIAL
 CENTRAL BUSINESS DISTRICT
 MIXED USE COMMERCIAL
 SERVICE COMMERCIAL
 LIGHT INDUSTRIAL
 PUBLIC



THE INTENT OF THE LAND USE DATA, TOGETHER WITH THE MEANING OF ALL SYMBOLS, DELINEATIONS AND OTHER DESIGNATIONS HEREON ARE EXPLAINED AND GOVERNED BY THE WRITTEN TEXT OF THE GENERAL PLAN WHICH INCORPORATES THIS MAP. THE BOUNDARIES OF THE LAND USE DESIGNATIONS ON THIS MAP ARE GENERAL IN NATURE, WITH PRECISE BOUNDARY LOCATIONS TO BE ACCOMPLISHED AT THE TIME OF SUBSEQUENT IMPLEMENTATION THROUGH ZONING.

CERTIFICATION

James
CHAIRMAN, PLANNING COMMISSION

Joanne Benjamin
MAYOR

Lee E. Brown
SECRETARY, PLANNING COMMISSION

Barry E. Redag
TOWN CLERK

AMENDMENTS

[illegible]

12. Specific Areas:

During the review and public hearings on this General Plan, the Town examined the existing and potential land uses for 18 specific areas. This analysis has been incorporated into the Technical Appendix. All of the final recommendations for land use have been illustrated on the Land Use Plan (figure 2-2). The specific policies for two of the

b. Central Avenue Area:

Land use designation shall reflect current development in the area and be implemented so all comparably situated parcels can have comparable land use designations.

HOUSING

3.0

3.0 HOUSING ELEMENT

3.1 INTRODUCTION

The intent of the Town of Los Gatos is to attempt to provide adequate housing for Town citizens, regardless of age, income, race, or ethnic background. The Town encourages conservation and construction of housing adequate for future populations and replacement needs, consistent with environmental limitations and in proper relationship to community facilities, open space and transportation.

The Housing Element establishes policies that will aid Town officials in daily decision-making and sets forth implementation measures that will assist the Town in realizing its housing goals.

"A decent home and suitable living environment for all" has been identified as a goal of the highest priority by the California State Legislature. Recognizing that local planning programs play a significant role in the pursuit of this statewide goal; and to assure that local planning effectively implements statewide housing policy, the Legislature has mandated that all local jurisdictions and counties include a housing element as part of their adopted General Plan.

3.2 EXISTING CONDITIONS

1. Population Trends:

From the first 100-acre Town site and an 1890 census population of 1,652, Los Gatos grew by the time of its initial general plan adoption in 1963 to an area of approximately 4,000 acres, or 6.3 square miles, and a population in excess of 11,750. In 1975, the County of Santa Clara conducted a special census that showed the population to be 23,882 persons. Once the County conducted its special census, the State Department of Finance used it to base all future population estimates. Since this special census, the State has prepared estimates showing the Town's population for 1978-79 to be 25,370. The 1980 census establishes the population of Los Gatos at 26,906.

The following selected population census data for the periods 1970, 1975, and 1980 are provided:

<u>POPULATION</u>	<u>1970</u>	<u>(%)</u>	<u>1975</u>	<u>(%)</u>	<u>1980</u>	<u>(%)</u>
Total	23,735		23,882		26,906	
Under 18	8,097	(34.0)			6,143	(22.8)
18-20	973	(4.0)			1,314	(4.9)
65-Over	2,672	(11.3)	2,844	(11.9)	3,241	(12.0)
Median Age	30.3				35*	
Group Quarters	586	(2.4)	999	(4.2)	747	(2.8)

* Average age; median age not available.

During the period 1970-1980 the Town's population grew by 3,171 or 13.4%, for an annual growth rate of 1.34% per year. This compares to an annual growth rate of 2.16% per year for the County as a total.

Racial composition of those living in Los Gatos for the years 1970, 1975, and 1980 are provided:

<u>PERSONS BY RACE</u>	<u>1970</u>	<u>1975</u>	<u>1980</u>
White	22,284	21,294	25,793
Black	38	29	108
American Indian	* 52	* 20	* 86
Japanese	123	163	221
Chinese	89	79	214
Filipino	27	30	75
Vietnamese	**	**	0
Spanish	**	433	164
Other/Unknown	*	835	245

* Not comparable due to change in census definition

** Not available

The Town experienced a rapid population growth during the early 1960's and into early 1970, consistent with the rapid growth of the County as a whole.

This growth reflected the relative abundance of buildable lots and the favorable economic climate for construction of housing units. Conversely, the slowing of the rate of population growth in the Town in recent years indicates the declining availability of land suitable for residential development, an unfavorable economic climate and the Town's policies for preserving the existing quality of life through growth management.

For the period 1970-1980, the total increase in Town population was 3,171. Of this increase, only 871 or 27.5% was from the construction of new housing units. The remaining 2,300 or 62.5% was from existing units annexed to the Town.

Both the 1975 Special Census and the 1980 Census indicate that Los Gatos has maintained a larger percentage of people 65 years of age or older than the County percentage.

School closures that have occurred in the Town in recent years are an indicator of a decrease in the number of school age children residing in the Town. This decline in school enrollment has two major causes; a nationwide trend of a drop in the birth rate, and a tight, high priced housing market in Los Gatos and vicinity that contributes to forcing families with young children to seek housing outside the Town and County.

2. Employment Trends:

The following employment data from the 1975 Special Census and the 1980 census are provided:

	<u>1975</u>	<u>1980</u>
Total Civilian Labor Force	10,443	14,610
Total Employed	10,015	14,096
Total Unemployed	428	504
Unemployment Rate	5.1%	3.4%
% of Residents Participating in Labor Force	45.6	54.3
Age and % of Resident between Ages 18-64 Participating in Labor Force	N/A	16,775 (87%)

Santa Clara County as a whole has experienced rapid and sustained economic development and employment growth. The electronics industry has been particularly significant in this regard.

In 1975 there were approximately 500,000 jobs in the County. The County Planning Department has projected an increase of 225,000 additional jobs by the year 1990. Of this additional growth projected by the County, 10,400 new jobs are expected in the Los Gatos region (included are Los Altos Hills, Los Altos, Saratoga and Monte Sereno).

In conjunction with the anticipated employment growth, housing demands will increase. Satisfaction of this housing demand will be partially dependent on the ability to supply housing in close proximity to employment. Commuting to work in other parts of the County and outside the County is anticipated to continue as part of the existing employment/housing structure of the region. However, should this trend be increased as a result of the location of additional housing, increased traffic congestion, greater energy consumption and increased air pollution can be expected.

In 1979, Santa Clara County determined that Los Gatos exhibited a housing shortage relative to demand generated by jobs. The County indicated in its Background Report for the General Plan Revisions, 1980, that this shortfall of housing was 617 units based on a demand for 9,167 and a supply of 8,550.

This shortfall figure is probably not correct since the 1980 census counted 10,971 housing units. Based on these revised figures, it appears that Los Gatos does not have a shortfall, even when taking into account the increases in commercial and industrial square footage since 1980 meaning that the Town has balanced job growth and housing.

Los Gatos should experience relatively less employment growth than the County as a whole. This is mainly due to the increasing scarcity of vacant buildable land in the Town designated for commercial or industrial uses, the very high demand for new additional housing, housing downtown and County projections that most of the future job growth will occur in the northwestern part of the County including: Palo Alto, Mountain View, Sunnyvale, Santa Clara and Cupertino as well as the southwestern part of the County: the Coyote Valley, Morgan Hill and Gilroy (Living Within Our Limits, Industry and Housing Management Task Force, 1979).

3. Household Characteristics:

a. Housing Income/Housing Cost. At the time of the 1970 census, Los Gatos had a median household income of \$11,881.00. In 1979, the median income increased to \$26,329.00, a 122% change. The 1979 income data within the Town is as follows:

	UNDER 5,000	UNDER 10,000	UNDER 15,000	UNDER 20,000	UNDER 25,000	OVER 25,000	OVER 30,000	OVER 40,000
*1979 Number	727	1,674	2,798	3,969	4,985	5,472	4,566	2,999
	6.9%	16%	26.7%	37.9%	47.6%	52.2%	43.6%	28.6%
TOTAL HOUSEHOLDS:	10,477							

* The Decennial Census which is taken in April always asks for household income for the previous completed year. Therefore the income statistics for the 1980 Census represent 1979 income (1975-1974, 1970-1969, 1965-1964 etc.)

In 1979 the median income for Santa Clara County was \$23,370. Thus, Los Gatos had a relatively higher median income than that of the County as a whole.

In determining housing needs, the State and HUD have traditionally required that housing programs be focused towards households with very low income which is defined as less than 50% of the local county median income.

The Town does have a significant population of very low income households. In 1965 1,107 households or 18.2 percent of the households in the Town were very low income households compared to a County total of 15.2 percent. According to the 1975 Special Census that figure had dropped to 17.7 percent in the Town but risen to 19.2 percent countywide. This indicated an improvement in the Town's position county wide, but still included 1,497 households in the very low income category for the Town. The 1980 Census reported the income statistics in a different manner, however, for the purposes of comparison the statistics were interpolated to show that in 1979, 2240 (21.5%) Los Gatos households had an income below 50% of the County median.

The 1980 Census reports the number of persons and the number of households by poverty status (see Tables below). The poverty statistics in the 1980 Census are not comparable to the very low income statistics of previous Census' data due to the definition of poverty. The 1980 poverty figures are based on a nationwide income

table, which, due to the relatively high income and costs associated with Santa Clara County means that the need is understated, e.g. the poverty income threshold for a four person household shows an income that is only 22.5% of the Santa Clara County median income.

FAMILIES BY FAMILY TYPE BY POVERTY STATUS IN 1979
BY PRESENCE AND AGE OF CHILDREN 1979

	<u>Above Poverty</u>	<u>Below Poverty</u>
<u>TOTAL FAMILIES</u>		
Children 0-5 and 6-17	377	0
Children 0-5 only	513	50
Children 6-17 only	2,410	100
No Related Children	<u>3,242</u>	<u>67</u>
<u>Total</u>	<u>6,502</u>	<u>224</u>

FEMALE HOUSEHOLDER,
NO HUSBAND PRESENT

	<u>Above Poverty</u>	<u>Below Poverty</u>
Children 0-5 and 6-17	4	0
Children 0-5 only	65	33
Children 6-17 only	405	74
No Related Children	<u>232</u>	<u>6</u>
<u>Total</u>	<u>706</u>	<u>113</u>

PERSONS BY POVERTY STATUS IN 1979 BY AGE

	<u>Above Poverty</u>	<u>Below Poverty</u>
Under 55 Years	20,146	978
55 to 59 Years	1,378	103
60 to 64 Years	910	28
65 Years and Over	<u>2,309</u>	<u>290</u>
<u>Total</u>	<u>24,743</u>	<u>1,399</u>

Increases in housing costs over the last several years have outdistanced the rise in income over the same period. Housing cost has risen dramatically for many reasons the most prominent of which are: market demand exceeding supply, rise in the price of land, rise in construction costs and rise in financing costs, taxes and fees. In Santa Clara County, the housing cost has been particularly acute due to the rapid industrial growth over the last few years and the demand for housing that comes with it. Between 1966 and 1971 the cost of a median priced new home in Santa Clara County increased 1 percent, with a corresponding rise of in median income of 36 percent. From 1971 to 1978 however, median housing prices rose from \$24,300 to \$76,900 a 216 percent increase, while median income rose only 62% from \$12,670 to \$20,570.

Los Gatos is part of this larger housing market and it is assumed that the Town has experienced the same if not a greater escalation in housing cost over the last several years due to the highly developed nature of the Town and its desirability as a place to live.

The relative shortage of rental units, especially in the lower rental ranges, and the high cost of ownership dramatically affects the ability of low and moderate income citizens and families of the Town to find suitable housing within the Town.

According to a survey conducted by the San Jose Mercury News across the County, the median price of an existing home in Los Gatos was \$109,950 in 1979, ranking fifth highest of the communities surveyed. Using this same source in March 1983, the median price increased to \$168,000, a 53% increase in four years.

A major effect of rapidly rising housing costs has been an increasing percentage of household income spent for shelter. As the percentage of income spent for shelter rises, less money is available for a household to spend on other necessities. This effect is more acutely felt among the lower income groups because they have much less total income at their disposal.

Where in the past 25% of gross monthly income spent for shelter was considered affordable by lending institutions, today it has become necessary to spend 30-33% of gross monthly income for shelter. As the proportion of income required to meet monthly housing costs rises, more households are priced out of the housing market.

In Los Gatos, according to the 1980 Census, 29% of owner-occupied households and 54% of renter households paid more than 25% of their gross monthly income for shelter.

The 1979-1980 Housing Assistance Plan (H.A.P.) submitted by the Town as part of the Community Development Block Grant Application, indicated a total of 2,516 low income households in need of assistance, because shelter costs were greater than 25% of their gross monthly income, or they lived in deteriorated housing, or they were over-crowded. This was approximately 23% of the total occupied housing in the Town. Of that total requiring assistance, 534 were elderly and 1,982 were families.

The Town has geographically targeted concentrations of these households in need. Their location appears in the Technical Appendix.

In sum, the Town exhibits a relatively high median income, but is not insulated from the ever increasing cost of housing which has increased more rapidly than incomes over the last several years. The Town also has a significant number of households overpaying for shelter, many of which are elderly and lower income households.

b. Housing Supply - In 1970 the Census reported that the existing housing stock was 11,014 units within the Town and the unincorporated lands within the Urban Service Area. In 1981 this figure had risen to 12,170 units according to the Vacant and Developable Land Survey conducted by the Town.

The Association of Bay Area Governments (ABAG) estimated in its 1981 Housing Needs Report that Los Gatos had 10,863 housing units within the incorporated area in 1980. The Town's Vacant and Developable Land Use Survey established the existing housing stock within the incorporated area at 10,979 in April 1981. Over the years, annexation, as well as new construction, has accounted for a significant portion of the increases in the number of housing units within the Town. In fact, new construction of dwelling units has dropped significantly as demonstrated in the following chart:

	<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>
Residential Building Permits	167	253	175	75	22	57

Of the 10,979 housing units that exist within the incorporated area, 53 percent are single family, 7 percent are two family and 40 percent are multiple family. The percentages change significantly in the unincorporated areas where 97 percent of the housing units are single family, 2 percent are two family and 1 percent are multiple family. Two major factors contribute to the large amount of less intensive single family development in the unincorporated areas, they are:

- (1) County ordinances require annexation to the Town prior to any intensification of use; and
- (2) Much of the unincorporated area is located within environmentally sensitive hillside areas.

ABAG estimated that in 1980, 67% of the households in Town were owner occupied and 33% were renter occupied. The 1980 census indicated, however, that 61% of the residential units in Town were owner occupied, while 36% were renter occupied.

The 1979 Housing Assistance Plan Documents stated that of the 2,312 households in need of assistance 78% were renter households and 22% were owner households. This indicates a strong need for financial assistance in the existing rental market.

Within the entire County there is a relative shortage of rental units especially in the lower income ranges. Apartment construction has dramatically slowed in recent years as a regional trend. Additionally, housing purchase costs have risen so rapidly that home ownership has become increasingly difficult for an increasing number of households and demand for rental units has increased. Thus, the reduction in supply and increase in demand has made the rental housing vacancy rate drop. In fact, rental vacancy rate has dropped from 4.0 percent in 1975 to 2.4 percent in 1978 countywide.

Los Gatos controls the conversion of existing rental stock to condominiums through provisions of the Town code that limit conversions so that, "each building which is to be divided will meet current code standards for new construction". As a result, from 1975 to the present there have been no conversions of rental stock to condominiums in the Town.

Overall vacancy rate for housing in the Town was 2.35% in 1975 by Postal Survey estimates. In 1979, a Postal Survey revealed a vacancy rate of 2.0%. The 1980 census listed a vacancy rate in Los Gatos of 3.9%. The vacancy rate within a given housing market is a valuable indicator of the availability of housing for rent or sale. In an ideal market, some number of housing units should remain vacant to allow adequate selection opportunities for households seeking new residences. A vacancy rate of 5 percent is considered appropriate for adequate selection opportunities. Additionally, these vacant units should be evenly distributed across various housing types, sizes, price ranges and locations within the market. The vacancy rates for both rental and owner housing units in Los Gatos indicate that less than adequate housing selections exist. This tight housing market is likely to continue to be felt in Los Gatos where a limited amount of land remains available for new housing development and housing demand is high.

In an effort to identify the potential to increase overall housing supply in the Town, the Vacant and Developable Land Survey inventoried vacant land and land where significant additional development was possible under the designations of the General Plan in 1981. This study revealed a maximum potential for a total of 1,499 new housing units to be built. It is important to note that this total assumed maximum build-out potential based on the General Plan Land Use Designations and does not reflect market demand, other government constraints, or environmental considerations that may reduce development densities from the maximum allowed. A land use study of the Route 85 Corridor R.O.W. revealed that approximately 780 additional dwelling units were possible within the existing 200 ft. wide corridor. Given that the circulation element establishes transit uses within the corridor and sets policy at maintaining the 200 foot wide corridor, these 780 potential additional units will not be realized. In essence, this modifies the maximum additional housing unit potential in the Town to about 720 units under 1981 General Plan designations.

As required by AB2853, the Association of Bay Area Governments has determined the existing and projected regional housing needs and the shares for each local jurisdiction and county.

As a reflection of the tight housing market across Santa Clara County, ABAG has estimated that Los Gatos has an existing (1980) housing units shortage of 59 units or .55 percent of the existing housing stock in the Town. This estimate was calculated based on existing vacancy rate and determination of a vacancy rate that would bring the housing market in the Town nearer to an equilibrium of supply and demand.

To establish Los Gatos' share of future housing needs over a five year period, as required by AB2853, ABAG calculated the projected housing needs for the Town for the 1980-1990 decade as: 1284 dwelling units. There were 312 dwelling units added to the Town's housing stock in the 1980-1983 period. This leaves a projected need for 1984-1990 of 972 dwelling units.

ABAG also distributed the housing need across income group categories and established the 1980-1990 share for Los Gatos as follows:

	<u>Need</u>	<u>Actual Through 1983</u>	<u>Under Construction</u>
Very Low Income (<50% median)	244	0	107*
Low Income (<80% median)	193	14**	0
Moderate Income (80-120% median)	257	8***	12**
Above Moderate Income (>120% median)	590	298	approx. 100

* Villa Vasona

** Wilder Avenue Project, Los Gatos Boulevard Group Home, BIP units

*** BIP units

In sum, the existing housing market that includes Los Gatos has created a less than adequate choice of housing opportunities in both rental and owner households, as documented by low vacancy rates and ABAG estimates of existing housing short fall. Further, except for the unknown potential of secondary units the regional housing share established by ABAG for the Town cannot be met under existing General Plan maximum development potentials.

c. Household Size - According to the 1980 Census, Los Gatos had an average of 2.76 persons per dwelling unit. A nationwide trend of decreasing number of persons per dwelling unit has also affected Los Gatos. This trend is the result of a large percentage of senior citizens in the Town, children of the 1950's baby boom leaving home, an increased divorce rate and a drop in the marriage rate. According to the 1979 H.A.P. application, Los Gatos does not have an overcrowding problem.

Housing Condition - The Town of Los Gatos is one of Santa Clara County's oldest communities. A significant portion of the housing stock is relatively old and includes many historically significant homes. Given the age of many of these homes, especially in the Downtown area, rehabilitation and repair needs have become increasingly apparent. In 1975, the Town established a Housing Conservation Program to address the need of rehabilitating older units. In the first eight years of the program, the Town completed the rehabilitation of 89 single-family units and 13 rental units.

The Town Housing Survey completed in September, 1984 indicates that there are no overcrowded units and that there are 522 dwelling units suitable for rehabilitation.

The Town has two special concerns with regard to housing conditions. The first relates to the two mobile home parks that exist in the Town. Both parks are over 20 years old and so are many of the coaches within them. As a result, the deterioration of this housing stock had become a problem. The Town's rehabilitation program includes a voluntary program for the rehabilitation of mobile homes. Between 1978 and 1982 the program rehabilitated 36 mobile homes (est. 100% of

those needing rehab.). All of the owners of these mobile homes are senior citizens with income below 50% of the Santa Clara County median income for single persons over the age of 65.

The second special housing condition concern is found in the unincorporated hillside areas within the Town's sphere of influence. Although there are expensive homes in those areas, the hillside areas are populated by a high percentage of lower income families, and their housing stock condition varies greatly. The main areas of concern are Redwood Estates and Chemeketa Park. There are a significant number of substandard houses in these areas; however, the quantity is unknown. The Town rehabilitation program also covers these areas, but there were only three units in the program prior to 1983. The main problem is that many of the houses are beyond rehabilitation and if County building inspectors are called out to make an inventory, the houses may have to be condemned. The work necessary to rehabilitate many of the houses that can be rehabilitated also would cost more than is available in the program.

4. Suitable Sites:

The Vacant and Developable Land Survey (1981) assessed the maximum development capability of the Town based on the existing General Plan. Modifying the results of that survey to reflect the preservation of the Route 85 Corridor R.O.W., as established in the Circulation Element, approximately 720 additional housing units could be realized under current land use designations.

To further assess the future potential for housing in the Town, 18 sites were examined in detail as part of the General Plan process. These sites are discussed in the Land Use Element. Assessment was made of their development potential, unhindered by existing General Plan designations. Considered were traffic and access, surrounding land use compatibility, noise, environmental constraints and community desires.

Based on the above assessment criteria a portion of these sites should be designated for residential uses at various densities to attempt to meet the housing needs of the Town.

5. Government Constraints:

The subject of governmental constraints is continuously changing as laws, statutes, rules and regulations are modified and enacted. These changes can occur at the State and Federal levels and thereafter become standards and requirements which must be satisfied by local governments. Local governments affect the supply, distribution and cost of housing through land use controls, building codes, development permits, processing fees, and property taxes.

The Town's policies for development are set forth in the General Plan, which contains nine state-mandated elements dealing with the issues of land use, circulation, housing, noise, safety, seismic safety, open space, conservation and scenic highways. While issues and policies

related to housing are addressed primarily in the Housing Element, policies contained in all of the other elements significantly affect the character location and production of housing.

The Land Use Element establishes the amount and distribution of various land uses throughout the Town and determines the location and types of housing constructed within the town. The density of housing development allowed under the General Plan Land use designations further determines the type of housing that is developed. The existing General Plan recognizes the natural constraints of steep slope, flood and geologic hazards by reducing allowable housing densities in these areas. The above constraints placed on housing are necessary to protect the public health and safety. Additionally, the General Plan designates the Route 85 corridor, eliminating potential land for residential development.

The Town Codes constrain housing construction by placing requirements on construction and design, thus adding to costs. Los Gatos has adopted the Uniform Building Code (UBC) which establishes minimum construction standards. The Town may impose more stringent standards, but it cannot adopt any which are below those of the UBC.

The requirements set forth by the Town under Zoning and Subdivision controls include minimum lot sizes and setbacks, which may place constraints on the economic or physical viability of a site for housing development.

The Hillside Specific Plan adopted by the Town in 1979 places limits on residential construction based on a slope density formula developed after in-depth study of the existing topography and problem areas. Additional policies in the Hillside Specific Plan cover circulation and access, provision of services and maintenance of scenic resources in the Hillside Plan area. These also contribute to limiting the potential of residential development, but are considered necessary to protect the safety of the residents in the hillside areas and the integrity of the natural environment.

Processing time, permits and fees may contribute to constraining housing development. Reducing processing time could potentially lower housing costs to a certain degree; however, Los Gatos exhibits processing times that are of comparatively short duration. It is Town policy to give priority processing to projects which include low income units.

Fees are collected by the Town to help cover the costs of permit processing, inspections, environmental impact determinations, and other administrative expenses. These fees are based on an adopted rate schedule. As land use densities increase, the proportion of the cost borne by each unit decreases, effectuating economies of a scale for higher density developments. It is Town policy to waive application fees for low income housing projects.

Proposition 13 has contributed to constraining housing availability. One effect of Proposition 13 has been to deter the mobility of homeowners. A second effect has been a reduction in Town revenues.

Those losses must be offset in part by increased or new fees and amenity provisions by developers, which in turn may increase development costs of homes and rental units. Additionally, local jurisdictions have become unwilling to extend services to new developments, as opposed to the past, because tax revenues realized do not meet costs. As a result, developers are now required to finance extension of services, increasing the cost and resultant selling price of units constructed.

6. Non-Governmental Constraints:

There is a demand for a wide variety of housing types at different price ranges which closely parallels the characteristics of the market population. The housing demands which are met depend upon the developer's perception of the demand, the availability of land for various types of residential development, the costs of land, construction and financing, and the developer's opportunity to profit.

The major cause of increasing new home prices in all regions has been the cost of buildable land. The costs are associated with the acquisition and improvement of land, including the market price of raw land, the costs of holding land throughout the development process and necessary improvements to the land prior to construction. All of these components comprise the "finished" lot and are estimated to contribute 25 to 35 percent to the final sales prices of new homes.

The cost of holding land during the development process is determined by the interest rates of acquisition and development loans. The rate of interest for these loans generally runs 2 to 4 percent higher than the prime interest rate. These costs are not within the control of the local government, but rather a function of the regional and national economy. However, processing time, which has an impact on holding costs, is within the jurisdiction of the Town. Efficiently executed processing can help reduce sales prices by reducing processing time to a minimum. Recognizing this, the Town has established a staff Development Review Committee that meets weekly with applicants for development.

The availability of land for residential development within the Town is very limited, creating a premium price for developable land. Left alone, the rapidly escalating market price of land will tend to encourage higher priced development. Higher density zoning may reduce the cost per unit of land, but land zoned for higher densities commands a higher market price. Density bonuses rather than zoning changes may be a preferred vehicle for reducing land costs in Los Gatos.

Construction costs represent between 40 and 50 percent of the sales price of new homes, depending upon the level of amenities and type and amount of units constructed. "Bare bones" construction, or a reduction in amenities and quality of materials to the minimum level of acceptability for health, safety, and adequate performance, could help reduce new housing costs.

Requiring developers to provide sewers, streets, open space, and other public facilities adds to the price of new housing, as these costs are passed on to the buyer. Construction costs may be increased by special construction methods which may be necessary for mitigation of flood hazards, excessive noise levels, seismic safety and other environmental conditions.

An additional construction cost factor is related to the number of units built at the same time. As this number increases, construction costs over the entire development are reduced because earlier build-out reduces the effect of inflation on prices, and some costs can be lowered by buying and installing materials in larger quantity. This factor may provide an additional benefit when density bonuses were and are utilized. Unfortunately, with the predominantly small parcels remaining large scale development is no longer possible.

Financing problems have also contributed to constraining the housing market. The impact of interest rates on housing is substantial, both for renters and purchasers, the required down payment may be an obstacle to obtaining suitable housing. Conventional financing generally requires 10 to 20 percent of the sales price be paid as a down payment. Accumulating such a large amount of capital can be a problem for first time entrants into the housing market. Households which are relocating will often have enough equity in a previous residence to meet the down payment requirements of the next home. Government insured loan programs may be available to reduce down payment requirements considerably if the household and desired property met certain qualifications. Veteran's Administration (V.A.) loans require no down payment but have an upper limit on purchase price. Federal Housing Administration (F.H.A.) insured loans usually call for approximately a 5 percent down payment with a limit on the loan amount. These types of financing generally require the seller to pay additional money, called points, to compensate the lender for lower interest rates.

There are other financing programs available that can aid low and moderate income households to obtain adequate housing. Graduated monthly payment mortgages allow a purchaser to make smaller monthly payments during the early years of the loan and larger monthly payments during later years when, it is likely, that, income will have increased. Low interest loans may be available through mortgage backed revenue bonds.

Still other financing mechanisms continue to emerge as a result of escalating housing and money costs. These mechanisms are primarily designed to allow the resale of housing to take place when mortgage interest rates are high and to protect lenders from fluctuating interest rates.

7. Special Housing Needs:

a. Handicapped - While certain handicapped persons (blind, deaf or others with physical disabilities) may live comfortably without special housing accommodations, persons with ambulatory handicaps requiring wheelchairs often need specially designed barrier-free

housing that is affordable. In many cases, households have members who are both elderly and handicapped. The Housing Assistance Plan has grouped handicapped households with elderly households, see b).

b. Elderly - Because many elderly households operate on a fixed income, the escalating housing costs associated with the demand for housing and the ever increasing housing maintenance costs, place some households in the position of needing housing assistance. In fact, in Los Gatos the percentage of elderly households requiring assistance, according to the Housing Assistance Plan, has increased compared to families requiring assistance. The absolute number of elderly households requiring assistance increased from 534 in 1978 to 674 in 1979.

c. Female Heads of Households - This special need category has dramatically increased in number of recent years. The 1979 H.A.P. indicated that 743 female-headed households required assistance, of which 337 were elderly.

8. Energy Conservation:

Much of the housing stock in Los Gatos was constructed during a time of abundant and relatively cheap fossil fuel supplies. Many of the homes in the Town with historical significance reflect the abundance of cheap energy supplies by exhibiting a lack of adequate insulation and lack of orientation to maximize passive solar energy benefits.

The existing Town Ordinances and Town Codes do not contain measures for consideration of energy efficient building practices nor are there provisions to promote utilization of solar energy. The existing ordinances/codes may, in fact, place constraints on energy efficient design by not recognizing that use of alternative energy sources or maximizing energy conservation may require structure and site design standards that differ significantly from traditional development requirements.

The Energy Element identifies needs within the Town and establishes policies and implementation measures to achieve energy efficiency. In terms of development in the Town, it is established that revision to existing development regulations need to be undertaken. Specifically related to housing, higher density construction, minimum insulation standards, use of common walls (zero lot line structures) and other design features need to be considered in revision of existing Town regulations. However, regulations should not be made mandatory that cause housing to become less affordable.

3.3 ISSUES

1. Senior Citizens:

The 1980 Census indicated a proportionately large percentage of the Los Gatos population is in the age bracket of 65 and above (12 percent as opposed to the County's 7.4 percent). As this segment of our population becomes dependent on fixed incomes, which do not keep pace with costs of older home maintenance, and as they find it increasingly difficult to meet the physical demands of maintenance of a residential structure, they are forced to seek substitute housing. The smaller percentage of rental units in the lower rent scale and the low vacancy factor have often forced these senior citizens to move out of the community into an unfamiliar environment.

Given these facts, how can the Town help provide senior housing?

2. Maintenance of Older Homes:

The large number of older residential structures within the Town of Los Gatos provides the main housing inventory for senior citizens.

How can the financial and physical investment needed to maintain these homes be provided?

3. Depletion of Rental Market:

Census information indicates that there is a relative shortage of rental units of all types, and the Town's land use survey indicates that there is little land available for the construction of new units. Conversion of existing rental apartments to condominium ownership is not advantageous to the Town for the following reasons:

- a. Conversion will deplete the number of rental units available.
- b. Conversion may displace persons and families who have neither the desire nor the resources to buy their unit.

What can the Town do to discourage such conversion?

How can the Town maintain the existing percentage of rental units without changing the ratio of rental to ownership housing?

4. Housing Market:

The Town of Los Gatos does not encompass an entire housing market.

How can any unilateral action on the part of the Town have a significant effect on the housing market?

5. Supply of Low and Moderate Income Housing:

The relative shortage of rental units, especially in the lower rental ranges, and the high cost of home ownership dramatically affects the ability of low and moderate income citizens and families of the Town to find suitable housing within the Town.

What is the Town's role in providing low and moderate income housing?

6. Quality of Life:

Suggested solutions for the creation of affordable housing may affect the quality of life for current and future residents of the Town.

How do we encourage the creation of affordable housing which will add to the quality of life in the Town?

7. Mobile Home Parks:

Mobile home parks provide needed affordable housing for seniors and others in the community. Multi-family residential zoning on the property encourages the owner to redevelop the property to expensive condominiums and townhouses.

How can the Town preserve its existing mobile home parks?

3.4 GOALS

1. To maintain a choice of housing opportunities by encouraging a variety of housing types and sizes, including a mixture of ownership and rental housing.
2. To encourage low and moderate income rental and home ownership opportunities for senior citizens, families and singles.
3. To preserve existing housing by rehabilitation and conservation programs.
4. To eliminate housing deficiencies and prevent future blight through rehabilitation or replacement.
5. To eliminate racial and all other forms of discrimination that prevent free choice in housing.
6. To encourage the inclusion of energy conservation measures for housing.

3.5 POLICIES

1. Developments restricted for occupancy by senior citizens or handicapped persons shall be eligible for a density bonus of up to 100% of the units permitted by the land use designation as shown on the land use plan or any specific plan.
2. The Town shall utilize rehabilitation to meet the Town's housing goals.
3. The Town shall attempt to maintain a range of 30-35 percent of the total Town dwelling units as rental units.

4. The Town should encourage increased opportunities for home ownership but not at the expense of the availability of multiple rental unit construction.

5. The conversion of existing rental projects to condominium ownership shall be discouraged in order to maintain stock of available rental units.

6. Housing for low and moderate income families shall be encouraged by housing assistance programs such as Below Market Price Units, Density Bonuses and Secondary Units, through restricting conversion of rental housing to other uses or forms of ownership and through rehabilitation of older homes.

7. The Town should continue its participation in regional and county-wide housing efforts in cooperation with the federal and state governments to develop realistic programs to provide housing for very low and low income families.

8. The Town should encourage the preservation of residential dwellings located in nonresidential designated areas when all of the following conditions are met:

a. The dwellings are currently and have been historically used for residential purposes.

b. The dwellings are adequately maintained and are reasonably free from serious defects which could result in health or safety hazards to residents.

c. It is evident that necessary amenities and a suitable living environment are provided.

9. The Town should support the mixing of residential uses in commercial areas, especially in the downtown area in order to provide housing closer to work sources.

10. New and existing dwelling units for ownership and rental by household of low and moderate income families shall be dispersed through the Town.

11. The Town shall encourage the provision of new units for ownership and rental by households of low and moderate income families by measures such as the Below Market Price Program, exploration of the possibility of amending ordinance development standards if such amendments would encourage construction of rental apartments, the use of Section 8 housing and other federal programs and the use of HCDA funds for land banking.

12. The Town shall designate locations for low and moderate income and higher density housing.

13. The Town should encourage the development of housing suitable for families with children in areas where adequate educational and recreational facilities exist.

14. In order for the Town to realize its goal for housing mix smaller, lower cost, quality housing units will be encouraged.

15. The Town shall encourage landlords and tenants to work together to develop rental rates fair to the needs of both parties.

16. Development and intensification of non-hillside residential lands should be done in accordance with the Town's identified housing needs.

17. Secondary units shall be allowed subject to restrictions on lot size, floor area, density and occupancy. All secondary units will require Conditional Use Permits, but fees will be kept to a minimum and processing of applications will be expedited.

18. Newly-constructed apartments and condominiums shall make provisions for adaptability for handicapped residents.

19. The Town shall develop special zoning tools to preserve the status quo at the mobile home parks.

3.6 IMPLEMENTATION

1. Special Housing Programs.

a. Density Bonus.

Housing restricted to seniors or handicapped shall be eligible for a density bonus based on the maximum allowed by underlying land use designation (as shown in the Land Use Plan or any specific plan). The bonus shall be equal to the percentage of units with restricted occupancy. For example, if 10% of the units are allocated to the previously-mentioned groups, the density bonus would be 10% of the maximum density allowed in the zone. All density bonus housing shall be subject to Planned Development.

Responsible Agency: Planning Commission
Schedule: Ongoing

b. Below Market Price (BMP).

All developments with 10 or more units must provide 10% of the units at below market price. For developments of 20 or more units, the Planning Commission may require up to 20% of BMP units. All developments with three to nine units shall pay an in-lieu fee to comply with the BMP requirement. In determining the density of the development, the BMP units shall not be counted.

Responsible Agency: Planning Commission
Schedule: Ongoing

c. Secondary Units

A Secondary Unit shall be defined as a permanent structure with separate entrance, bath and kitchen facilities. A Detached secondary unit is physically separate from the main unit. An Attached secondary unit requires modification to the exterior walls of the main unit. An Interior secondary unit requires modifications only to the interior walls of the main unit.

(1) All secondary units existing as of June 1, 1983 which meet applicable health and safety codes or can meet those codes within one year after the adoption of this General Plan will be eligible for a Conditional Use Permit which may be granted by the Planning Director. The Town shall concentrate its efforts in identifying existing secondary units and the development of a realistic program to assure that all units existing on June 1, 1983 meet health and safety codes. This program shall be implemented before processing applications for new secondary units.

(2) The secondary unit must remain rental only.

(3) One unit remains owner-occupied.

(4) Secondary Units may be allowed with a Conditional Use Permit in all zones except the HR Zone.

(5) There shall not be more than one secondary unit on a lot.

(6) Minimum lot size, maximum unit size and maximum number of persons (restrictions) be developed for each of the three kinds of secondary units as part of the zoning ordinance implementing the plan.

	<u>Minimum Lot Size</u>	<u>Maximum Unit Size</u>	<u>Maximum Persons</u>
<u>Interior</u>	(Numbers to be determined at the time of the Zoning Ordinance Amendment)		
<u>Attached</u>			
<u>Detached</u>			

(7) Applications for secondary units shall be governed as follows:

(a.) Town Council shall establish fees as low as possible.

(b.) All applications shall be agendized within 60 days of DRC completion.

(8) No exceptions to any Codes will be allowed for new secondary units.

(9) Adequate off-street parking shall be required for cars belonging to occupants of secondary units.

Responsible Agency: Planning Department; Planning Commission
Schedule: 1985-1986

d. All newly-developed apartments and 50% of newly-developed condominiums shall be handicapped adaptable as defined by the State guidelines or by any Town-adopted alternatives.

Responsible Agency: Planning Department; Planning Commission
Schedule: 1985-1986

e. Affordable Family Housing:

The Town's "Below Market Price" Program, then General Plan's high-density residential special use designation and provision for secondary units are intended to provide affordable family housing for moderate income families.

Responsible Agency: Town Council; Planning Commission; Planning Department
Schedule: Ongoing

2. Maintenance of Older Homes:

a. The Town shall explore with civic groups and service organizations the establishment of a community self-help program for the maintenance of older homes by senior citizens.

Responsible Agency: Community Services Department
Schedule: 1985-1990

b. The Town shall explore with the County of Santa Clara the establishment of a program to replace houses which are beyond rehabilitation with manufactured housing units. The guidelines for such program shall contain provisions that maintain architectural compatibility of the manufactured housing unit with the surrounding neighborhood.

Responsible Agency: Community Services Department
Schedule: 1985-1986

c. The Town shall continue to periodically update the Housing Assistance Plan with goals for the number of units to be conserved and rehabilitated. Current Goals (October 1982 - September 1985): Units to be conserved: 6; Units to be rehabilitated: 48.

Responsible Agency: Town Council; Community Services Department
Schedule: 1985

3. Depletion of Rental Market:

a. The Planning Commission shall review all ordinances and development standards which affect development, subdivisions, zoning, housing, building and the use of structures, to insure that they incorporate innovative ideas achieving the goals and objectives stated in this element.

Responsible Agency: Planning Department
Schedule: 1985-1987

b. The Town shall enact a rent mediation ordinance, or the Town shall maintain voluntary, nonbinding procedures for landlord and tenant disputes.

Responsible Agency: Community Services Department
Schedule: 1985-1990

c. The Town shall tightly control the conversion of apartments to condominiums through regulation.

Responsible Agency: Planning Department
Schedule: Ongoing

4. Housing Market:

The Planning Commission should annually review the housing situation in the Town of Los Gatos concerning:

a. The maintenance of a current inventory of housing.

Responsible Agency: Planning Department
Schedule: 1985-1990

b. The continued exploration of housing needs within the community by using relevant economic and census data.

Responsible Agency: Planning Department
Schedule: 1985-1990

c. The exploration of new approaches to insuring maintenance and rehabilitation of existing residential structures.

Responsible Agency: Planning Department
Schedule: 1985-1990

d. The continued review and coordination of county, regional, state and federal programs for the satisfaction of housing needs in the Town of Los Gatos, and preparation of studies and recommendations to the Town Council for continued responsiveness to demonstrable housing needs.

Responsible Agency: Planning Department
Schedule: 1985-1990

e. The production of innovative legislation which could be enacted by the Town, County, or State to further housing goals.

Responsible Agency: Planning Department
Schedule: 1985-1990

5. Vacant Land Survey:

The Planning Commission shall analyze all vacant land areas to determine the suitability for multiple family, senior citizen and/or low and moderate income ownership and rental housing projects.

Responsible Agency: Planning Commission; Planning Department
Schedule: 1985-1990

6. Densities:

The Planning Commission shall:

a. Identify all land within the Town's planning area that would be suitable for maximum densities.

b. Develop standards and criteria to determine acceptable levels of minimum and maximum densities for each property.

c. Recommend general plan amendments regarding densities if necessary.

d. Recommend zone change to implement minimum and maximum densities.

e. Recommend procedures and restrictions to assure the provision of dwelling units on these sites for low or moderate income persons and families.

Responsible Agency: Planning Commission; Planning Department
Schedule: 1985-1990

7. Availability of Services:

The Town shall consider the availability of such facilities as public transportation, schools, parks, community services, shopping, police and fire protection, etc., when making density determination for new residential development. Existing facilities such as schools, streets, parks, sewer, and water supply now used at capacity shall not be impacted beyond their service capabilities unless implementation of programs to increase capacities is in process.

Responsible Agency: Planning Commission
Schedule: 1985-1990

8. Meeting Housing Needs:

The Town shall require developers to document how their proposal meets the Town's identified housing needs.

Responsible Agency: Planning Commission
Schedule: 1985-1990

9. Mobile Home Zone:

The Town shall develop a mobile home zone for the existing mobile home parks to protect the existing affordable high density housing at these sites, to recognize the status quo, and to prevent change of use.

Responsible Agency: Planning Commission; Planning Department;
Town Attorney
Schedule: 1985-1986

10. Relocation Assistance:

The Town shall develop an ordinance requiring relocation assistance for any mobile home tenant displaced by actions of the mobile home park owner.

Responsible Agency: Planning Commission; Planning Department;
Town Attorney
Schedule: 1985-1986

11. Safety Standards:

The Town shall develop and enforce safety standards (fire, earthquake and flood) for mobile home parks.

Responsible Agency: Town Council; Building Department; Town
Attorney
Schedule: 1985-1986

CIRCULATION

4.0

4.0 CIRCULATION

4.1 INTRODUCTION

The goal of this element is to achieve a functional street system that will provide adequate traffic service for present, proposed and future development while retaining the unique character of the Town. Special consideration shall be given to conserving prominent land forms, minimizing removal of trees, minimizing grading and locating and designing streets within the hillside areas.

There is interdependency between the Circulation Element and the Land Use, Noise, Scenic Highways, Route 85, Housing Elements and the Hillside and Downtown Specific Plans.

Figure 4.1 illustrates the existing circulation pattern and traffic volumes on critical roadways.

4.2 EXISTING CONDITIONS

Table 4.1 and Figure 4.1 indicate the 1983 traffic volumes compared to street capacities with the resulting level of service designation.

4.3 ISSUES

1. Does the street system provide sufficient capacity to safely meet traffic demand?
2. Will Route 85 improve crosstown traffic flow and relieve commute traffic impacts?
3. Are hillside access routes and road standards adequate?
4. Should additional non-automobile transportation be provided?
5. Should streets in existing neighborhoods be changed to meet current Town standards if it disturbs the character of the neighborhood?
6. Should development be constrained by existing traffic capacities or should the circulation system be improved to accommodate development?
7. What should be done about the ownership, design, acquisition of rights-of-way, initial construction and maintenance of trails?
8. What are the trade offs between improvements in the circulation system and the environment, energy consumption, land use, air and noise pollution?
9. Will street improvements increase traffic?
10. Do inadequacies in the street system encourage shortcutting through residential neighborhoods?

4.4 GOALS

1. Transportation systems shall be capable of meeting current and future needs of residents and businesses.
2. Circulation and transportation planning must provide safe and efficient movement within the Town and to adjoining regions, while minimizing unnecessary traffic movement and noise through residential neighborhoods.
3. Circulation and transportation planning for the local community must be integrated into regional transportation planning.
4. Hillside streets should maintain the rural atmosphere and provide safe and continuous access consistent with development allowed by Hillside Specific Plan.
5. Transit, pedestrian, equestrian, and bicycle circulation systems shall be developed and maintained.
6. Reduce peak-hour traffic in the downtown area.

4.5 POLICIES

1. Freeways, Arterial, Collector and Local Streets:

- a. Design and implement the circulation system to be consistent with environmental goals and policies, energy conservation, land use, and avoidance of air and noise pollution.
- b. Adopt measures to inhibit the flow of through traffic in established neighborhoods to the extent feasible without impacting the freedom of movement of residents.
- c. Crosstown traffic shall be reduced through the development of a transportation facility in the Route 85 corridor.
- d. Street standards shall recognize the existing character of the neighborhood, safety and maintenance.
- e. The impact that future land use patterns will have on the circulation system shall be established.
- f. The approved trails and bicycle circulation system shall be implemented.
- g. All circulation improvements and traffic controls shall be evaluated as to their affect on air pollution noise and use of energy.

2. Hillside Circulation:

a. Two means of access shall be provided to all areas where the additional access will not increase traffic, and if dual access is not possible or acceptable, the intensity of land use will be limited to available access.

b. Where single access roads exist, acceptable provisions shall be made for emergency access. Emergency access roads shall prevent non-emergency through traffic.

c. Specially designed streets shall be used in hillside areas to preserve scenic resources.

3. Parking:

a. Parking standards shall be established for all zones and uses.

b. Require all new development to provide adequate parking spaces.

4. Bus and Railway Service:

a. Seek adequate bus and rail service to be available to residents of the Town.

b. Plan transit service in the Town to serve the special needs of the elderly, school children, low income people, the physically handicapped and other special need groups.

c. Encourage and support the use of public transportation within the Town and to other regions.

5. Non-Motorized Circulation:

a. Encourage bicycling and walking as energy conserving, non-polluting alternatives to automobile travel.

b. Seek alternative transportation systems in the Town for the bicyclist, pedestrian and equestrian consistent with the policies and programs in the Open Space, Conservation, and Scenic Highways Elements.

c. Maximize the involvement of the private sector in the construction, maintenance and construction of trails within the Town.

d. The trails should be continuous, interconnected, and designed for pedestrian and equestrian use and be compatible with regional trail plans. These trail facilities are intended to maximize recreational opportunities for residents as well as provide off-road access to parks and open space areas in the Santa Cruz Mountain region.

e. Street widening should be allowed where it is needed for the safe provision of bike lanes.

6. Noise and Air Pollution:

Pursue reduction of automobile use to reduce air pollutants in conjunction with the policies and implementation programs of the Conservation, Safety and Energy Elements.

4.6 IMPLEMENTATION

1. Freeways, Arterials, Collectors and Local Streets:

a. Functional definitions of these street categories are as follows:

(1) Arterial Streets:

A street that serves a large volume of vehicular traffic with intersections at grade and generally having direct access to abutting property, and on which geometric design and traffic control measures are used to expedite the safe movement of through traffic.

Arterials are designed to facilitate two or more lanes of moving traffic in each direction. Arterials may be divided by a median island which controls left turns and provides lanes for left-turn movements.

(2) Collector Streets:

A street that serves abutting property and carries traffic to other collectors, the arterials and expressways.

(3) Neighborhood Collector:

A collector street, in an identifiable neighborhood, carrying traffic which is predominantly generated within the neighborhood.

(4) Mountain Collector Streets:

A collector street that serves abutting property in the hillside areas, carrying traffic to arterials or other collectors. The cross-section of the mountain collector shall be dictated by grade and other topographical or botanical considerations. In general, two lanes without parking, with or without sidewalk along one side (depending on topographic considerations), shall be provided.

(5) Local Streets:

Local streets provide for local (neighborhood), traffic movement with direct access to abutting property, carry traffic from individual properties to collector and arterial streets, and shall not, by design, encourage through traffic.

(6) Special Design Streets:

Special design streets shall be allowed wherever warranted by unique land use, circulation conditions, or environmental conditions. These streets can either be arterials, collectors, existing local hillside streets or scenic residential streets. Their design will take into consideration the following features:

Retention of existing physical amenities.

Protection of existing trees within existing right-of-way.

Special treatment of transition sections when conforming to standard street sections.

b. Proper spacing of arterial and collector streets is essential to the establishment of a balanced circulation system.

c. Arterial and collector streets shall be planned and designated pursuant to the functional classification described above. They shall be designated as a part of the planning process to define, at the earliest possible time, the characteristics of these streets in order to protect the integrity of the circulation system and protect local streets from the intrusion of through traffic.

d. Development proposals in the Town shall be reviewed to insure that the circulation system can handle any increase in traffic.

e. All new or modified connections with Highway 17 within the Town shall require review by the Planning Commission and Town Council.

f. The Town shall consider alternative street surfacing materials, traffic diverters, special designs and stop signs to prevent through traffic on residential streets.

g. To alleviate existing traffic congestion, and provide adequate roadway designs for projected traffic levels the following road improvements shall be undertaken (see Figure 4.2):

(1) BLOSSOM HILL ROAD:

Bridge Widening at Highway 17: Reconstruct and widen bridge over Highway 17 to provide 4 lanes, sidewalks on both sides and a bike lane.

Blossom Hill Park to Westhill Drive: Widening only at critical intersections to provide for left-turn storage lanes.

(2) LARK AVENUE:

Winchester Boulevard to Highway 17: Widen the road to 4-6 lanes with a median.

Bridge Widening at Highway 17: Reconstruct and widen bridge over Highway 17 to provide 5 lanes (2 westbound, 3 eastbound) and sidewalks on both sides.

Highway 17 to Los Gatos Boulevard: Widen the road to 6 lanes with a median.

(3) LOS GATOS BOULEVARD:

Samaritan Drive to Camino del Sol: Widen the road to 6 lanes with median and parking or to 4 lanes with median, bike lanes, and parking.

Nino Avenue to Spencer Avenue: Improve the circulation along this portion by widening the road to 4 lanes with median, bike lanes, sidewalks and parking.

(4) POLLARD ROAD:

San Tomas Aquino Creek to Burrows Road: Widen the road to 4 lanes plus a median and parking or bike lanes.

Burrows Road to West Parr Avenue: Widen the road to 4 lanes plus parking or bike lanes.

West Parr Avenue to Knowles Drive: Widen the road to 4 lanes (no parking).

(5) SANTA CRUZ AVENUE:

Saratoga Avenue to Blossom Hill Road: Construct indented parking bays between existing trees to permit one travel lane in each direction and a median turning lane plus a bike lane.

(6) SARATOGA AVENUE:

Massol Avenue to Santa Cruz Avenue: Widen the road to accommodate 2 lanes eastbound plus a right turn only lane at Santa Cruz.

(7) UNION AVENUE:

Widen the road to 4 lanes plus parking and bike lanes when Route 85 is developed.

(8) UNIVERSITY AVENUE:

Blossom Hill Road to Vineland Avenue: Widen the road to 2 lanes and parking with a median.

(9) WINCHESTER BOULEVARD:

North of Shelbourne Way: Widen the road to 4 lanes with median, and bike lanes or parking.

h. The Town Plan Line Ordinance shall be amended to reflect this plan.

2. Hillside Circulation:

a. Development plan review shall be coordinated with the Fire and Police Departments as well as the San Jose Water Works and the Santa Clara Valley Water District.

b. Dual access is provided first by loop roads, then by through roads and lastly by long cul-de-sacs.

3. Parking:

a. Parking recommendations of the Downtown Specific Plan shall be implemented.

b. Use incentives to encourage carpooling and vanpooling.

4. Bus and Railway Service:

a. Facilitate Santa Clara County Transit services in Los Gatos through the provision of a bus station, bus shelters, and other means.

b. Investigate local connections to railway services.

c. See the Route 85 Element (Section 5) for specific transportation recommendations.

5. Non-Motorized Circulation:

a. Construction of trails, as designated in the General Plan, shall be a condition of approval of development applications.

b. Easements shall be obtained along portions of the designated trail system where development is considered unlikely.

c. Trail Location:

- (1) Trails should be located away from existing residential areas wherever possible.
- (2) Trails should be located within the open space areas of subdivisions which have dedicated open space as a condition of subdivision approval.
- (3) Trails shall be the "cross-country" type, as opposed to trails bordering roads, wherever possible.
- (4) Where trail location is adaptable to either of two adjacent properties, trails shall be located on the first property to develop.

d. Voluntary groups shall be encouraged to assist in trail maintenance in coordination with the Parks and Forestry Department.

e. Detailed trail design standards shall be developed which:

- (1) Limit all new access to bicyclists, pedestrians and equestrians only;
- (2) Provide multiple use opportunities;
- (3) Protect the natural ecology;
- (4) Are compatible with regional trail designs;
- (5) Determine width, policies regarding fencing along trails and type of fencing;
- (6) Incorporate erosion control measures; and
- (7) Will prohibit motorcycles and mopeds.

f. Encourage the formation of maintenance districts for trails which pass through large subdivisions so that the expenses of maintenance will be borne by the property owners in the subdivision.

g. Provide secure bicycle storage facilities at all Town buildings and require them in private development.

6. Noise and Air Pollution:

a. State and County efforts at reducing automobile use and providing improved mass transit systems shall be supported.

b. Transportation improvement plans shall be reviewed to ensure that noise sensitive areas are not exposed to unacceptable noise levels.

c. Policies in the Noise Element that address vehicular sources of noise pollution shall be implemented.

TABLE 4.1 EXISTING TRAFFIC VOLUMES 1983

	Existing Trips	Capacity	Existing Volume-to Capacity	Level of Service		Existing Trips	Capacity	Existing Volume-to Capacity	Level of Service
A1	1810	7000	.26	A	M5	13280	17000	.78	C
A2	3400	7000	.49	A	MS1	3360	9000	.37	A
B1	16580	23000	.72	C	MS2	2400	9000	.27	A
B2	20220	68000	.30	A	N1	3150	16000	.20	A
BC1	3010	9000	.33	A	N2	3170	16000	.20	A
BC2	1160	9000	.13	A	P1	15240	21000	.73	C
BC3	1440	3000	.48	A	P2	14290	21000	.68	B
BC4	2080	3000	.69	B	P3	10990	21000	.52	A
BH1	13210	41000	.32	A	PA1	1810	7000	.26	A
BH2	23453	41000	.57	A	Q1	6670	17000	.39	A
BH3	16653	41000	.41	A	Q2	9650	17000	.57	A
BH4	21220	34000	.62	B	Q3	20340	21000	.97	E
BH5	20950	29000	.72	C	S1	31550	32000	.99	E
BH6	26500	29000	.91	E	S2	21050	32000	.66	B
BH7	23500	29000	.81	D	S3	20590	41000	.50	A
BH8	20280	29000	.70	B	S4	27760	41000	.68	B
BH9	22360	29000	.77	C	S5	32500	40000	.81	D
BH10	24100	34000	.71	C	S6	26000	31000	.84	D
BH11	25370	34000	.75	C	SC1	12685	17000	.75	C
C1	4240	9000	.47	A	SC2	14510	17000	.85	D
D1	4580	7000	.65	B	SC3	12450	17000	.73	C
E1	2380	7000	.34	A	SC4	18200	20000	.91	E
H1	790	17200	.05	A	SC5	18020	20000	.90	D
H2	2200	17200	.13	A	SH1	6550	14000	.47	A
HI1	710	7000	.10	A	SH2	5500	14000	.39	A
HR1	4570	13000	.35	A	SH3	4350	14000	.31	A
HR2	3360	13000	.26	A	SH4	5910	14000	.42	A
K1	4870	14000	.35	A	SH5	2070	14000	.15	A
K2	3500	14000	.25	A	SM1	14490	26000	.56	A
K3	460	14000	.03	A	ST1	2020	3000	.67	B
KN1	8440	25900	.33	A	T1	1070	9000	.12	A
L1	6110	26000	.24	A	T2	2800	17000	.16	A
L2	8350	26000	.32	A	U1	6740	17000	.40	A
L3	6580	26000	.25	A	U2	12200	17000	.72	C
LG1	13500	17000	.79	C	U3	7270	17000	.43	A
LG2	13800	23000	.60	A	U4	6940	17000	.41	A
LG3	25270	26000	.97	E	U5	6220	23000	.27	A
LG4	21700	23000	.94	E	U6	5280	23000	.23	A
LG5	23570	57000	.41	A	UN1	5410	12000	.45	A
LG6	22200	68000	.33	A	UN2	6350	26000	.24	A
LG7	32450	68500	.47	A	UN3	11680	26000	.45	A
LGA1	12280	17000	.72	C	W1	15730	34000	.46	A
LGA2	12564	17000	.74	C	W2	9220	34000	.27	A
LGA3	12720	17000	.75	C	W3	25430	41000	.62	B
LGA4	9820	20000	.49	A	W4	22680	41000	.55	A
LGA5	9710	17000	.57	A	W5	22500	41000	.55	A
LGA6	6090	17000	.36	A	W6	17750	41000	.43	A
LK1	20550	28000	.73	C	WE1	2970	9000	.33	A
LK2	21000	28000	.75	C	WE2	1400	9000	.16	A
LK3	21780	32000	.68	B	WI1	2290	80000	.03	A
M1	2500	9000	.28	A	17-1	53200	80000	.67	B
M2	3690	14000	.26	A	17-2	45000	80000	.56	A
M3	13550	17000	.80	C	17-3	59700	80000	.75	C
M4	12640	17000	.74	C	17-4	59700	80000	.75	C
					17-5	80400	100000	.80	C



Legend:

A	—	ANDREWS ST.	MS	—	MASSOL AVE.
B	—	BASCOM AVE.	N	—	NATIONAL AVE.
BC	—	BACHMAN AVE.	P	—	POLLARD RD.
BH	—	BLOSSOM HILL RD.	PA	—	PENNSYLVANIA AVE.
C	—	CARLTON AVE.	Q	—	QUITO RD.
D	—	DAVES AVE.	S	—	SARATOGA AVE.
E	—	ENGLEWOOD AVE.	SC	—	SANTA CRUZ AVE.
H	—	HICKS RD.	SH	—	SHANNON RD.
HI	—	HILOW AVE.	SM	—	SAMARITAN DR.
HR	—	HARWOOD RD.	ST	—	SHORT RD.
K	—	KENNEDY RD.	T	—	TAIT AVE.
KN	—	KNOWLES DR.	U	—	UNIVERSITY AVE.
L	—	LEIGH AVE.	UN	—	UNION AVE.
LG	—	LOS GATOS BLVD.	W	—	WINCHESTER BLVD.
LGA	—	LOS GATOS-ALMADEN RD.	WE	—	WEDGEWOOD AVE.
LK	—	LARK AVE.	WI	—	WIMBLEDON DR.
M	—	MAIN ST.	17	—	HIGHWAY 17

FIG 4.1 TRAFFIC VOLUMES
REFERENCE MAP

Feb. 4, 1985





Legend:



PROPOSED ROADS



EXISTING LANES/PROPOSED LANES

FIG. 4.2 PROPOSED ROADS AND STREET WIDENING PROJECTS



Feb. 4, 1985



Legend:

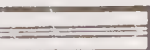




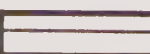

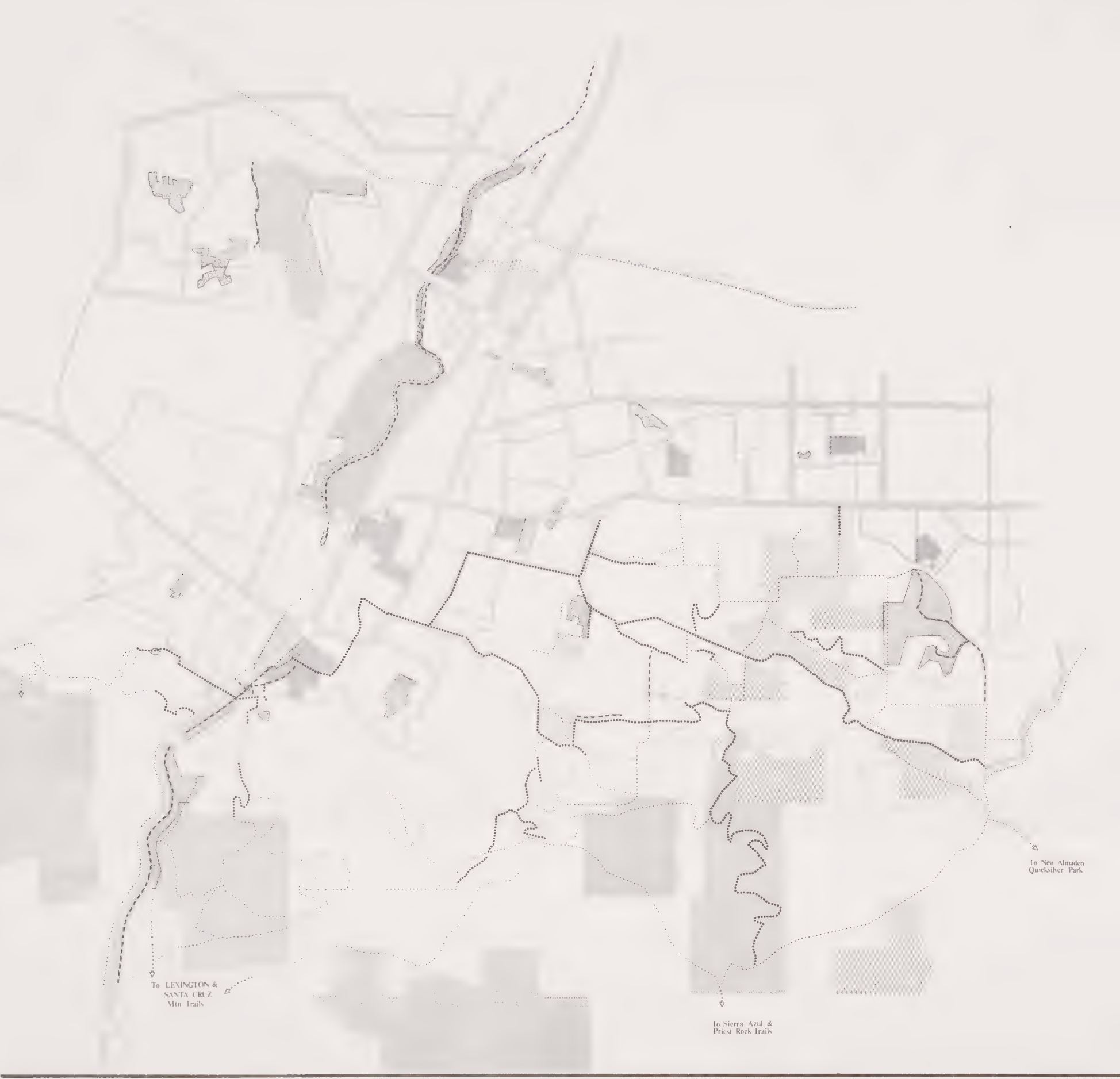
	FREEWAY		COLLECTOR
	ARTERIAL		MOUNTAIN COLLECTOR
	INTERCHANGE		NEIGHBORHOOD COLLECTOR
	EMERGENCY ACCESS ONLY		

FIG. 4.3 CIRCULATION PLAN



Feb. 4, 1985



Legend:








-  COUNTY & LOS TRAILS PLAN
-  TRAILS ALONG ROADSIDES
-  COMPLETED LOS GATOS OR COUNTY TRAILS
-  AGRICULTURE
-  OPEN SPACE
-  SCHOOLS
-  MID-PENNINSULA OPEN SPACE DIST.

FIG 4.4 TRAILS



Legend:



BIKE ROUTES

FIG. 4.5 BIKEWAYS

Feb. 4, 1985





ROUTE 85

5.0

5.0 ROUTE 85 CORRIDOR ELEMENT

5.1 INTRODUCTION

Studies such as the Barton Aschman Study have concluded that the Route 85 Corridor is essential to the traffic needs of Los Gatos. Therefore the first priority is to preserve the right-of-way for the Route 85 Corridor. The second priority for Los Gatos is to implement transportation facilities in the Route 85 corridor. The third priority is to determine what land uses will be permitted adjacent to the Route 85 corridor and when these land uses can be implemented.

Many of the issues associated with the Route 85 Corridor development are regional in nature. Thus, Los Gatos has, at best, only partial control over future land use and transportation implementation in this corridor.

Implementation of transportation in the the Route 85 Corridor will have significant impact on traffic within the Town. Reductions in potential traffic volumes on current collector streets will most likely occur due to provision of a desirable alternative route for automobiles. Should the corridor provide a mass transit system, it may be assumed that a portion of the existing commuting traffic on Town streets would utilize such facilities, helping to reduce potential traffic volumes and reduce dependency on automobile travel.

The east/west orientation of the Route 85 Corridor is strategic to satisfying existing and future travel needs within Los Gatos and the region.

5.2 ISSUES

Regional:

1. Is the level of demand for transportation service throughout the corridor sufficient to justify implementation?
2. For the corridor, are there acceptable alternatives to automobile use that are energy efficient and minimize air pollutants?
3. Could alternative modes of transportation be feasible with existing and planned regional facilities (eg: Guadalupe Corridor)?
4. What land use problems will be imposed on local jurisdictions due to the corridor?
5. Are there available funding sources to implement improvements in the corridor?
6. Is there any regional consensus for corridor use(s)?

Although the same issues that affect the entire region with regard to the Route 85 Corridor impact Los Gatos, there are other more specific issues that Los Gatos must address to ensure that potential uses within the corridor do not adversely affect the Town. Some of these issues have been identified in the Circulation Element and are expanded upon here as follows:

Local:

1. Should the 85 Corridor be used to satisfy the need for an alternative commuter route to local arterial streets?
2. What will be the effects on land uses along the route 85 Corridor as different modes of transportation are employed?
3. Would regional traffic consume capacity of Route 85 by shifting from Route 101?
4. What impact would Route 85 have on local streets if it were only partially improved versus a through connection from existing Route 85 to 101 east of Los Gatos?

5.3 GOALS

1. To reduce crosstown traffic on local streets.
2. To encourage the development of the Route 85 Corridor for mass transit.
3. To coordinate land use intensity in areas adjacent to the corridor with the development of the corridor.

5.4 POLICIES

1. Support and promote the development of the Route 85 Corridor as a multi-modal facility that includes light rail, limited access expressway bicycle and pedestrian facilities. (See Figure 5.1)
2. Ensure that future development along the Route 85 Corridor maximizes the overall circulation benefits to the Town while minimizing environmental impacts by allowing land uses adjacent to the corridor that are compatible with the uses within it.
3. Continue in the short term to recognize the existence of the 200 foot right-of-way and discourage additional land uses within the right-of-way.
4. Undertake a leadership role with regard to implementing the desired transportation alternatives within the Route 85 Corridor to assure that the ultimate use is acceptable to the Town.
5. Ensure that adequate buffering of land uses adjacent to the Route 85 Corridor is included in the design of transportation facilities.

5.5 IMPLEMENTATION

1. The Town shall cooperate and coordinate with CALTRANS, Santa Clara County and the Metropolitan Transportation Commission to pursue introduction of multi-modal facilities within the corridor.

2. The Town shall formulate an interim zoning plan within one year of adoption of the General Plan, and the final specific plan within one year of the completion of the Alternatives Analysis Study.

3. The Town shall maintain the existing uses in and along the corridor for 1/4 mile on either side until the planning for the corridor is completed and funding allocated. All properties in the 1/4 mile area shall be zoned to reflect current use until the corridor is developed or committed. (See Land Use Plan Figure 2.2)

4. In order to guide the bodies considering the use of the Route 85 corridor, the Town shall actively pursue multi-modal use along the lines of Figure 5.1.

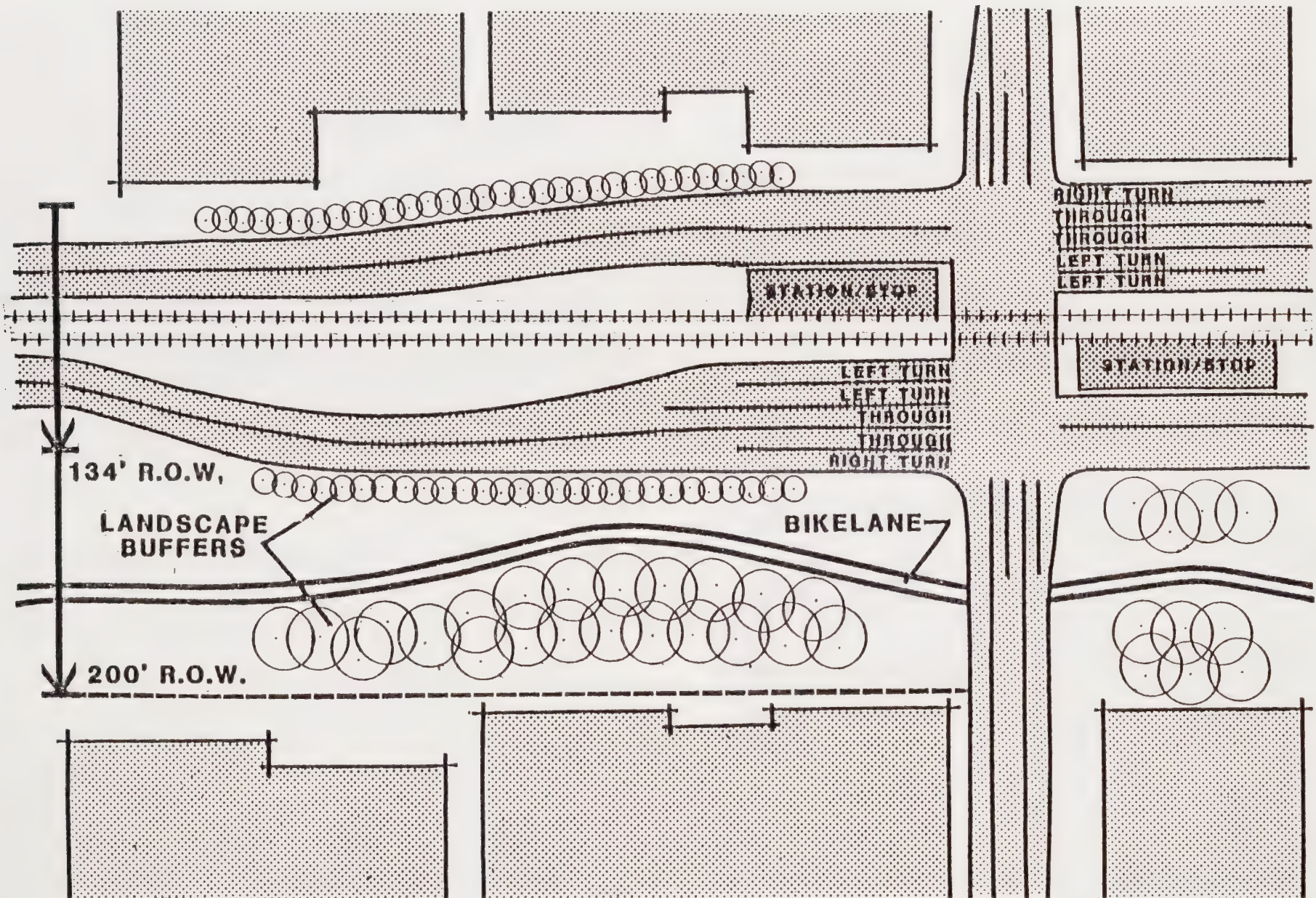


FIGURE 5.1 SCHEMATIC AT-GRADE INTERSECTION EXPRESSWAY/LIGHT RAIL/BIKEWAY
 Adapted from Draft EIS Guadalupe Corridor, July 1981

**SCENIC STREETS
AND HIGHWAYS**

6.0

6.0 SCENIC STREETS AND HIGHWAYS ELEMENT

6.1 INTRODUCTION

The Streets and Highways Code has established standards for official designation of State and County highways. The standards require the Town to take steps to regulate land use and development intensity along designated scenic routes. Along with land use controls, affirmative action taken to control outdoor advertising, and landscaping are items that the State reviews before considering official designation of scenic routes.

While scenic highways have traditionally been thought of in terms of roadways that pass through natural open space area, they can also include routes that pass through unique or interesting urbanized areas. In view of that fact, the Scenic Highways Element is closely related to the Circulation, Open Space and Land Use Elements.

6.2 ISSUES

1. Should Highway 17 be a State scenic highway?
2. Should the Town develop special restrictions for development along locally designated scenic roads?
3. Should the Town identify additional scenic roads?
4. Should the Town implement State and County standards for scenic streets and highways?

6.3 GOAL

To identify and preserve scenic streets and highways within the Town.

6.4 POLICIES

1. Develop sign regulations specifically for scenic roads.
2. Minimize the alteration of the natural environment along scenic roads.
3. Minimize overhead utility lines to enhance scenic corridors.

6.5 IMPLEMENTATION

1. In cooperation with the County and State, commence the corridor and facilities studies that are needed before Highway 17 can be designated an Official State Scenic Highway.
2. The Engineering Department, with input from the Planning Department, should develop a priority list for undergrounding of utilities taking into consideration the scenic routes system as one criterion for determining priority.

3. The Town's restrictive development standards shall be enforced so as to preserve the scenic nature of all Los Gatos' roadways.

4. The Town shall develop a program to enforce special sign regulations including a sign abatement program along scenic roads.

5. The Town will not develop any additional scenic roads.



Legend:



SCENIC STREETS

FIG. 6.1 SCENIC STREETS AND HIGHWAYS

OPEN SPACE

7.0

7.0 OPEN SPACE ELEMENT

7.1 INTRODUCTION

The open space areas in Los Gatos add greatly to the Town's character. This element categorizes and quantifies the Town's current open space features, identifies open space issues and sets policies to deal with these issues including use of the following three tools:

Williamson Act - The California Land Conservation Act of 1965 provides that a legislative body may establish open space preserves by entering into contractual agreement with private land owners. This act was designed to give tax relief to those wishing to remove their generally agricultural property from the pressures of urbanization. The contracts run for ten years, are automatically renewable annually, and may be terminated by the initiative of either the property owner or the legislative body; but must have the sanction of the legislative body before the contract is terminated.

Planned Development - The Town has utilized this development technique to provide both public and private open space areas. The Planned Development approach permits complete freedom of design which has in every case resulted in large areas of open space being retained in perpetuity. Development densities can not exceed that projected by the General Plan. Through the use of this tool, the Town has been successful in retaining open space.

Midpeninsula Regional Open Space District - The Town has encouraged acquisition of properties by the Midpeninsula Regional Open Space District and has also joined with the District for the purchase of the Novitiate property.

7.2 OPEN SPACE INVENTORY

The Government Code requires that every open space element includes an inventory of public and private open space lands. The statute also requires that the inventory includes lands in the following four categories: (1) The preservation of natural resources; (2) The managed production of resources; (3) Outdoor recreation; and (4) Public health and safety. A given piece of land can fall into one or more of these categories. Rather than list lands by these categories, the Town has developed the following categorization:

<u>Category/Sub-category</u>	<u>Acreage</u>	<u>Acreage</u>
Schools		117
Agriculture (including lands subject to Williamson Act Contracts)		588
Open Space		
Parks (developed and undeveloped)	220	
Los Gatos Creek Trail	39	
Youth Park	2	
Open Space Easements and Common Areas resulting from conditions of development approval	103	
Golf Course	117	
Open Space Total		481
Lands owned by Mid-Peninsula Regional Open Space District		1,236
<u>GRAND TOTAL</u>		<u>2,422</u>

The Land Use, Conservation, Safety, Seismic Safety and Scenic Streets and Highways Elements also include policies and implementation measures for lands in the four categories specified by statute.

7.3 ISSUES

1. Can there be a balance between developed and natural open space?
2. Is there adequate access to open space, especially regional open space?
3. How can trails be located, developed and maintained?
4. How to develop roads without impacting open space?
5. How to preserve open space on closed school sites?
6. How to maximize preservation of open space in the hillsides?

7.4 GOALS

1. To use open space to preserve the natural environment, scenery and agricultural lands.
2. To provide adequate safe open space for outdoor recreation.
3. To acquire open space which will protect the public health, welfare and safety, e.g.: Lands in flood plains, or lands subject to fire or geologic hazards.

4. To use open space to define boundaries of the Town and scenic roadways.

5. To provide access that is consistent with types and location of open space.

6. To minimize the impact of open space use on adjacent residential neighborhoods.

7. To provide adequate access to open space area for the physically handicapped.

8. To maintain existing parks and encourage the provision of open space as part of all large developments.

9. To provide a system of pedestrian, equestrian and bicycle trails within the Town with connections to regional systems.

10. To provide open space in residential areas.

11. To preserve open space on closed school sites.

7.5 POLICIES

1. Preserve open space character of prominent visible hillside lands.

2. Provide access to natural open space, protecting the safety and security of adjacent residential areas.

3. Connect open space via trails.

4. Pursue development of a system of scenic riding and hiking trails with proper access in locations without traffic congestion.

5. Protect the natural ridgelines as defined in the Hillside Specific Plan.

6. Promote coordination with all levels of government in utilizing available resources for the development of open space to satisfy recreation needs.

7. Promote a system of Town parks and maximize the use of public utility easements, flood control channels, school grounds, and other quasi-public areas for recreational uses.

8. Use open space acquisitions to support the programs in the Conservation, Safety and Seismic Safety Elements.

9. Encourage the retention of stream bed corridors in their natural setting and utilize them wherever possible for paths and trails.

10. Promote private open space in all planning decisions.

11. Maintain the Town's high standards for landscaping and tree preservation.

12. Utilize private and public landscaping to preserve open space atmosphere along Town streets.

13. Encourage the use of innovative development techniques which will provide open space within individual developments, public or private.

14. Preserve open space in hillside areas as natural open space.

15. Do everything in the Town's power to protect any producing agricultural lands for as long as the owner wishes to farm the land.

16. Consider effects on watershed areas before allowing development of any open space.

17. Preserve the irreplaceable natural environment of the mountains.

18. Consider health, welfare and public safety in the design of open space facilities.

19. Maintain adequate open space in Route 85 Corridor when it is developed.

20. Define the Town's southern boundary by passive open space.

21. Use active open space corridor as a central north/south axis and as a northern boundary along Route 85.

22. Incorporate access and facilities for the handicapped as appropriate.

23. Use open space to protect unique natural features.

24. Require the provision of permanent open space in high-density developments.

25. Require the provision of permanent open space in hillside developments.

7.6 IMPLEMENTATION

1. The Town shall continue to encourage the use of Williamson Act contracts and Planned Developments as means to preserve open space.

2. Guidelines shall be established for developmental review that protect:

- a. Wildlife habitat.
- b. Natural watershed lands.
- c. Historic sites.
- d. Aesthetically significant sites.

3. The policies and implementation measures of the Safety and Seismic Safety Element shall be utilized to restrict development in safety hazard areas.

4. An acquisition program shall be instituted consistent with the Housing Element and policy which includes, fee purchase, easement dedications and land donations. Areas to be considered: Novittate, hillside open space, additional park sites, closed school sites and large land-locked parcels.

5. The Parks Commission shall assess the need for additional developed parks in the Town of Los Gatos.

6. Parcels critical to open space systems (including trails) and views should be purchased by the Town in fee or purchase of easements.

7. All developed open space shall have access from streets. All natural open space shall access by trails or local streets, with adequate protection of adjacent residential areas.

8. Approval of any development which includes a section of trail shown on the Trails Plan (Figure 4.4) shall be conditioned to dedicate sufficient land for this trail section.

9. Preservation of ridgelines, trees and open space along scenic roadways shall be considered in reviewing every proposed development or circulation system improvement.

10. In all hillside developments, require the dedication of open space in fee or as an easement to protect unique natural features and to preserve the rural atmosphere.

11. All developed parks shall provide handicapped facilities and accessibility, unless that accessibility or facilities would be detrimental to public safety or welfare.

12. Hillside open space shall not be developed into a park.

13. The -ps Public School Overlay Zone shall be used to keep closed school sites in public ownership and to preserve the playing fields as developed recreation space.



Legend:



AGRICULTURE

OPEN SPACE

SCHOOLS

MID-PENNINSULA OPEN SPACE DIST.

FIG 7.1 OPEN SPACE



Feb. 4, 1985



**CONSERVATION
AND HISTORIC
PRESERVATION**

8.0

8.0 CONSERVATION AND HISTORIC PRESERVATION ELEMENT

8.1 INTRODUCTION

Los Gatos is community that has significant concerns about conservation of its natural and man-made resources and preventing wasteful exploitation, destruction, or neglect of such resources.

One perspective about this element is that the problems identified herein are often regional in scope. However this element of the plan is limited geographically to the Los Gatos Urban Service Area and certain portions of the Town's Sphere of Influence beyond the Urban Service Area, as shown on the General Plan Map.

The existing conditions in the Town of Los Gatos are:

1. The area is semi-arid.
2. A large portion of the planning area is composed of hilly terrain.
3. A need exists for energy conservation for both new and existing structures.
4. As the housing stock ages there is need for conservation of housing and other structures.
5. While the Town has recognized deficiencies in air quality that need to be addressed, it is noted that most of the air pollution in Los Gatos is generated in other areas north of Los Gatos.

8.2 ISSUES

1. Soil Resources:

Can more effective landscape plans prevent soil erosion and slippage?

2. Water Resources:

- a. Will restrictions placed on land uses within watershed and riparian areas conserve water quality?
- b. Can the Town assure continuance of adequate, reliable domestic water supplies through local and regional supplies?
- c. Are flood control programs necessary to preserve natural stream corridors and provide adequate flood protection to residents and property?
- d. Does Los Gatos' semi-arid climate force special conservation measures?

3. Air Resources:

- a. Can action taken in Los Gatos reduce the levels of air pollutants in Los Gatos or are only regional efforts effective?
- b. Can the site plan review process reduce the levels of air pollutants in Los Gatos?
- c. Is crosstown traffic a significant source of air pollution?

4. Plant Resources:

- a. What can be done to minimize the effects of off-road vehicles, residual pesticides and recreational intensity on native plants?
- b. Do the tree removal and grading ordinances and/or the Hillside Specific Plan assure protection of native plant resources?
- c. Can Oak trees be protected and additional plantings be encouraged?

5. Wildlife Resources:

- a. What land use restrictions are needed to protect and preserve wildlife habitats?
- b. Is wildlife (non-nuisance) desirable within developed areas of the Town?

6. Historic Preservation:

- a. Are separate urban design review criteria needed for early Los Gatos residential areas?
- b. Should more areas be zoned LHP and what will be the implications of additional zoning?

8.3 GOAL

To conserve the soil, water, plant, air, wildlife and man-made resources of the Town.

8.4 POLICIES

1. Soil Resources:

- a. Promote effective landscape plans to prevent soil erosion and slippage.
- b. Construction plans shall be reviewed to determine the adequacy of erosion control plans during and after construction.

2. Water Resources:

- a. Apply land use regulations, scenic easements, or other appropriate measures to keep a maximum of the watershed and lands immediately contiguous to reservoirs and stream channels in an open natural state.
- b. Prevent surface flow of septic tank seepage by inspection of any suspect septic tank systems. Require connection to the sanitary sewer when feasible.
- c. Require Environmental Impact Reports for development on riparian lands hillside areas and important undeveloped watershed areas that consider the single and cumulative impacts on water drainage and contamination.
- d. Establish open space and recreation as the priority use for lands immediately adjacent to reservoirs and streams.
- e. Delineate and adopt designated floodways for all major streams utilizing the full flood plain concept as a first priority and the modified flood plain concept as a second priority for flood plain development.
- f. Promote landscaping that is based on principles of water conservation.

3. Air Resources:

- a. Promote design criteria for site plans to reduce high air pollution concentrations associated with roadways, through placement of structures, use of landscaping and parking arrangements.
- b. Support BAAQMD and MTC planning efforts and programs aimed at reducing air pollution within the airshed.
- c. Encourage the development and use of mass public transportation systems within the Town and surrounding region.
- d. Encourage reduction of air pollution by use of the Route 85 corridor for cross-town circulation.

4. Plant Resources:

- a. Promote design of public projects that provide for maximum protection of native plants, esp. oak trees.
- b. Minimize grading in the hillside areas per Hillside Specific Plan standards.
- c. Prohibit use of off-road vehicles in areas with native plant resources.
- d. Require substantial landscaping with each development.

4. Plant Resources (cont.):

- e. Preserve native plants where their removal would detract from scenic resources or soil stability.
- f. Preserve specimen trees.

5. Wildlife Resources:

- a. Minimize use of herbicides and slowly biodegrading pesticides to minimize potential damage to native plants, birds and other wildlife.
- b. Coordinate the protection and continuation of wildlife species and habitats with State and Federal agencies.
- c. Maintain open space and native plant communities which provide habitat for native and viable introduced species.
- d. Establish sound land management practices that will improve wildlife habitat.
- e. Identify and protect areas where there is a high degree of diversity in the types of habitat available for wildlife.
- f. Promote design of public projects that provide maximum protection of wildlife resources.
- g. Limit public access in areas where significant populations of wildlife exist.

6. Historic Preservation:

- a. Actively designate as historical landmarks those structures, sites, and areas that played important roles in local, state, or national history, or that are unique for their architectural styles of the past.
- b. Encourage developers to use historic buildings in the project and if it is not possible then donate historical structures threatened by demolition so that they might be moved to historic or other appropriate sites.
- c. Encourage residential, commercial and public uses of historic structures as a means to better preserve them.
- d. Establish public information programs designed to make owners and the general public aware of the value of historic buildings and as a means to encourage their maintenance.
- e. Promote the rehabilitation of hazardous structures of historical significance, consistent with the policies of the Safety Element in conformance with the Historic Building Code.

6. Historic Preservation (cont.):

f. Require that all public or private projects give full consideration to any affected historical landmarks and features on or off site which will be adversely affected if the project is implemented.

g. Encourage the preservation and restoration of historic sites, historic or architecturally desirable structures and development of exceptional scenic beauty.

h. Provide information about tax law benefits for rehabilitation of historic structures.

7. Recycling

Encourage recycling of reusable materials.

8.5 IMPLEMENTATION

1. Soil Resources Programs:

a. All developments in areas subject to soil erosion and slippage shall furnish effective erosion control plans to minimize soil erosion. The erosion control plans shall be implemented prior to other construction operations and maintained throughout the construction process and until grading has been stabilized and landscaping been established. Landscaping shall be complete prior to the occupancy of any new structures and the landscaping shall be maintained for at least two years or until it is established.

b. The Town shall adopt ordinances regulating the use of herbicides.

2. Water Resources Programs:

a. All development of riparian lands and undeveloped watershed areas shall include detailed evaluations of the individual and cumulative impacts on water drainage and contamination.

b. Development plans shall be prepared for Los Gatos and Guadalupe Creeks which include: a) the use of flood-prone areas as open space, b) redevelopment including recontouring and landscaping where the natural environment has been altered by channelization, and c) paths for bicyclists or hikers.

c. Planning efforts should be coordinated with the Santa Clara Valley Water District.

d. Land surrounding reservoirs and streams should be improved by the addition of trees and shrubs, especially adjacent to areas where banks or channels have been modified for flood protection.

e. Flood plain zoning shall be adopted to prevent inappropriate development in areas subject to flooding.

2. Water Resources Programs (cont.):

f. Flood hazards shall be considered in the delineation and review of urban service area boundaries.

g. Landscape plans that emphasize low water demand shall be required.

3. Air Resources Programs:

a. Site plans should be reviewed to include an assessment of the potential adverse impact from air pollution and recommend alternatives to reduce such impacts.

b. Support MTC recommendations for reduction of auto pollutants. (See list in Technical Appendix.)

c. Discourage development that impinges on the Route 85 right-of-way.

4. Plant Resources Programs:

a. Site plans shall be reviewed to ensure that native or other appropriate plant materials (esp. oak trees) are utilized to reduce maintenance and irrigation costs.

b. Town ordinance shall encourage the maintenance of specimen trees and limit the removal of all trees. The ordinance shall be reviewed periodically for necessary updating.

c. The grading ordinance should be amended to establish standards for maintenance and preservation of existing native plant and vegetative resources.

5. Wildlife Resources Programs:

a. Site plans should be reviewed to ensure that existing significant wildlife habitats are not adversely affected by either individual or cumulative impacts.

b. Local, state and national regulations protecting against the destruction of wildlife and wildlife habitat should be strictly enforced.

c. The Town shall use requirements for open space dedication as a means to protect wildlife.

6. Historic Preservation:

a. The provisions for protection and designation of historic sites in the Zoning Ordinance shall continue to be utilized. Any structural changes to a historic building shall follow the Historic Building Code.

6. Historic Preservation (cont.):

b. Any development having potential adverse impacts on historical sites and/or features on or off site shall be required through plan approval to:

- (1) Accommodate the historical structure, or
- (2) Mitigate potential adverse impacts to a level acceptable to the Town, or
- (3) As a last resort, to relocate the historical feature to an appropriate site.

c. Historic landmark and preservation legislation shall be periodically reviewed and updated.

d. Guidance should be obtained from the Planning Commission Historic Preservation Committee and Los Gatos Heritage Preservation Society regarding any proposed development that might have an impact on sites of designated or suspected historic significance.

e. Encourage developers to utilize historic structures and if not feasible encourage their donation to the Town.

f. All zoning or subdivision applications affecting buildings constructed prior to 1917 whether historically designated or not shall be reviewed by the Historic Preservation Committee.

SAFETY

9.0

9.0 SAFETY ELEMENT

9.1 INTRODUCTION

This section is intended to identify and evaluate general safety hazards in Los Gatos, and to establish policies and implementation measures for the reduction or abatement of these hazards.

9.2 ISSUES

1. What can the Town do to protect people and property from injury and damage resulting from fire, flooding, crime, traffic, inadequate access, inadequate water supply and hazardous materials?
2. How does the Town resolve issues that are regional in character or otherwise beyond the Town's control?

9.3 GOAL

To reduce the potential for injuries, damage to property, economic and social dislocation, and loss of life resulting from these hazards.

9.4 POLICIES

1. To develop standards and guidelines that address the safety issue areas.
2. To identify areas of safety risk.
3. To develop specific actions and emergency plans to reduce risks.

9.5 IMPLEMENTATION

The Town shall:

1. Fire:

- a. Encourage neighborhood fire emergency planning for isolated areas.
- b. Adopt procedures whereby the public will continually be made aware of the Town's policies on safety hazards and be conveniently supplied with information to include notification of residents of fire emergency plans for their area.
- c. In areas of identified potential fire hazard, require special building and site designs by ordinance.
- d. Control excessive buildup of flammable vegetative material.
- e. Design road systems to provide reliable access to remote areas both for access by emergency vehicles and egress by residents fleeing from a disaster.
- f. Consider carefully the adequacy of water storage for fire protection during the development review process.

2. Flooding:

- a. Limit the intensity of land use in flood plain areas.
- b. Require site planning and building design to address identified flood hazards.
- c. Insure federal standards are met for development in designated flood plains along Los Gatos Creek and other creeks. (see Figure 9-1)

3. Crime & Traffic:

- a. Pursue crime prevention measures for increased public safety.
- b. Adopt an ordinance that establishes design parameters for buildings, streetscapes and lighting which help prevent crime.
- c. Ensure traffic safety especially near public buildings and schools.
- d. Prohibit new commercial or industrial zoning adjacent to elementary school sites. (This does not limit the use of the -ps - Public School Overlay Zone.)

4. Inadequate Water Supply:

- a. Identify critical areas of inadequate water supply and limit land use intensity in those areas.
- b. Identify the characteristics of the total water supply available in the event of an emergency. In 1983, there were twelve (12) reservoirs serving the Town with a total capacity of 30,324,000 gallons.

5. Inadequate Access:

- a. Require means of access (hillsides) in accordance with the Hillside Specific Plan.
- b. Discourage single access roads of extended length, and restrict development along such roads.
- c. Establish specific gradient standards and the maximum length of steep roads.
- d. Require the reduction of the intensity of land uses in areas requiring steep or dead-end roads.
- e. Reduce the permitted gradient in areas determined to be of high risk landslide or fault zones.

5. Inadequate Access (cont.):

- f. Establish specific design criteria for street identification.
- g. Adopt specific design criteria for street identification signs including street names and numbers in rural areas and change existing signs to comply.

6. Hazardous Materials:

- a. Work with other agencies to prevent introduction of hazardous materials into the water supply.
- b. Identify industries using hazardous materials.
- c. Maintain an inventory of all industries which store or use hazardous materials.
- d. Maintain vigilance in monitoring the storage of hazardous materials.

7. Disaster Preparedness:

Provide an outline for encouragement of disaster preparedness for neighborhoods.

8. Evacuation Routes:

Include the Town's emergency plan in this Plan by reference.

9. Existing Plans:

Consider the Hillside and Downtown Specific Plans for policies and implementation regarding public safety.

 100 YEAR
FLOOD PLAINS

FIG. 9.1 FLOOD PLAINS
AS DETERMINED BY THE FEDERAL
INSURANCE PROGRAM

2/4/85
scale 1in. = 1000ft.





GENERAL PLAN

TOWN OF LOS GATOS

PLANNING DEPARTMENT

FLOOD
PLAINS

2/4/85



MAP NO.
112
113
141



GENERAL PLAN

TOWN OF LOS GATOS

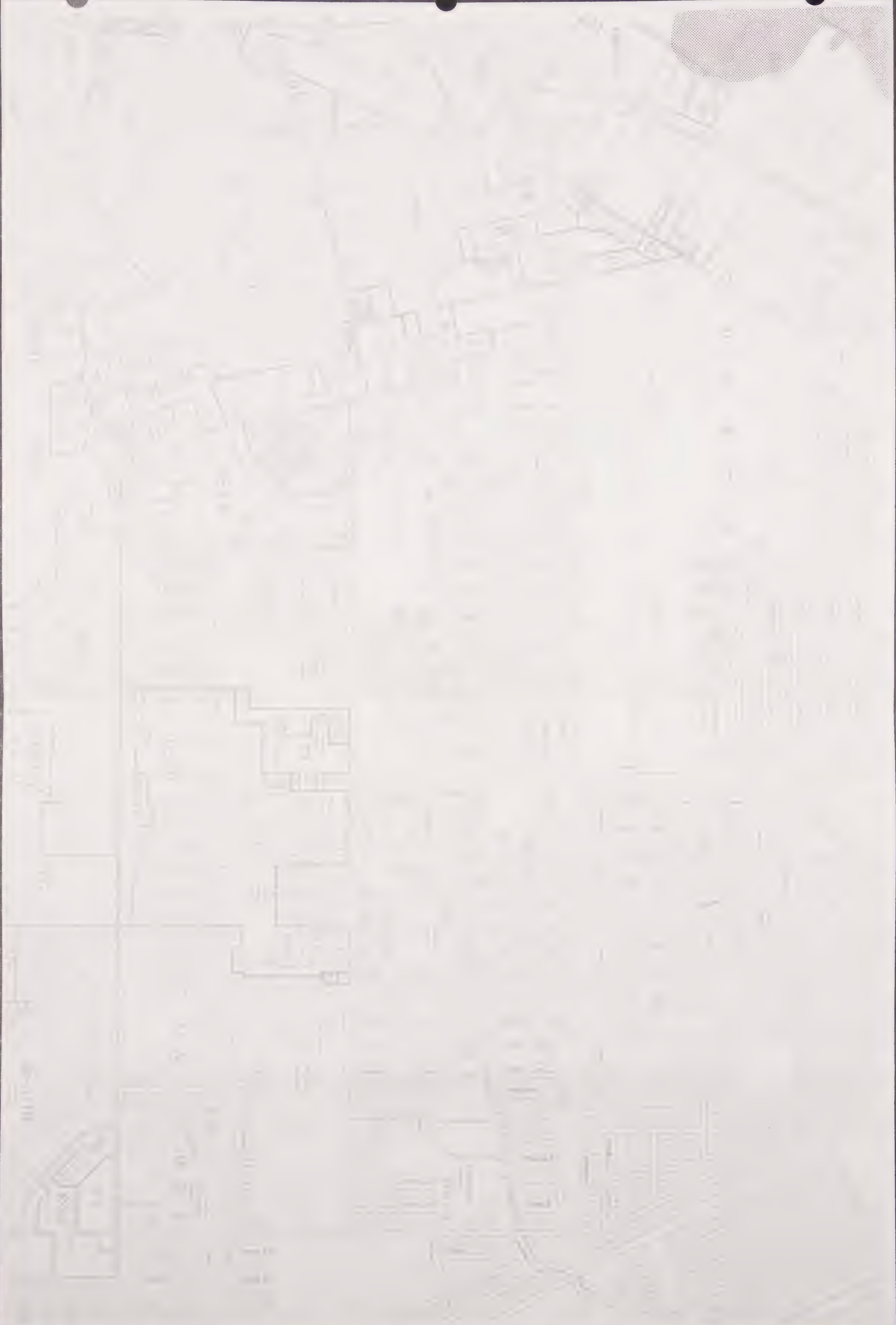
PLANNING DEPARTMENT

FLOOD
PLAINS

2/4/85



MAP NO.
126



GENERAL PLAN

TOWN OF LOS GATOS

PLANNING DEPARTMENT

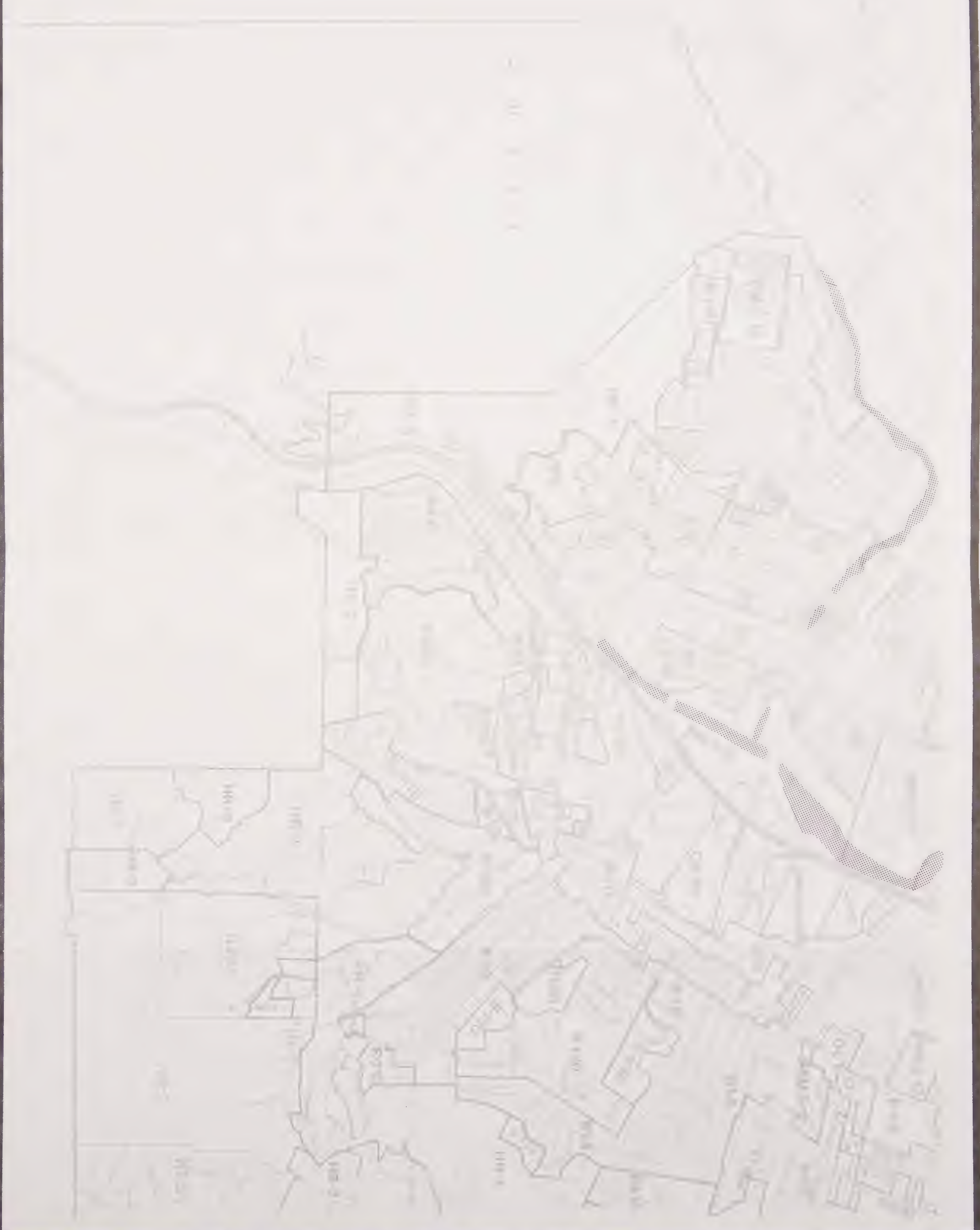
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PLAINS

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MAP NO.
127





GENERAL PLAN

TOWN OF LOS GATOS

PLANNING DEPARTMENT

FLOOD
PLAINS

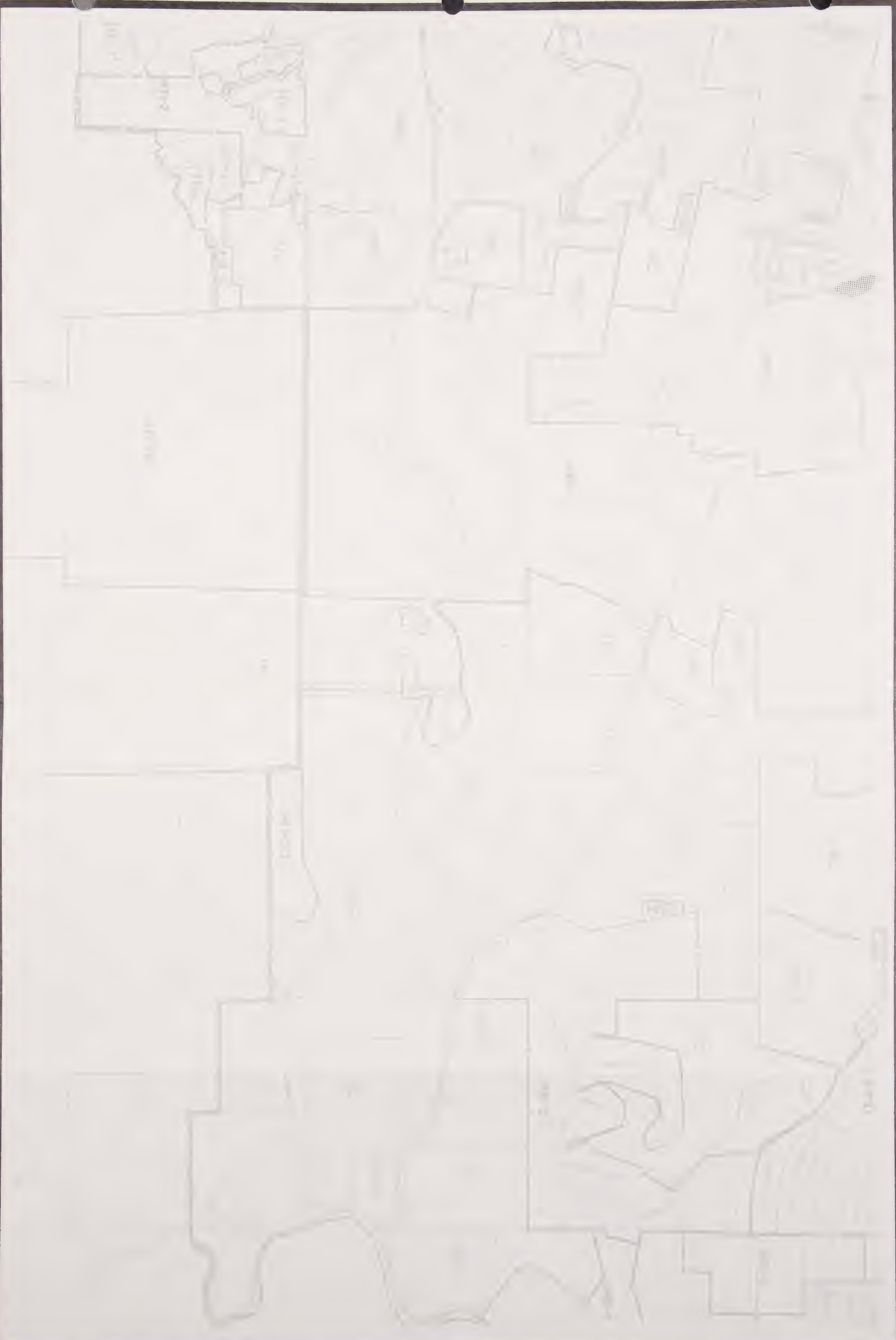
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0 500 FT.

MAP NO.

139



GENERAL PLAN

TOWN OF LOS GATOS

PLANNING DEPARTMENT

FLOOD
PLAINS

2/4/85



0 500 FT.

MAP NO.

140



SEISMIC SAFETY

10.0

10.0 SEISMIC SAFETY ELEMENT

10.1 INTRODUCTION

This element will provide an identification and evaluation of seismic hazards in Los Gatos with officially adopted policies for the reduction or abatement of these hazards. The goal is to guide development so that it is designed to minimize injuries and damage resulting from earthquakes and the various forms of geologic failures. It is developed in full cognizance that the cost of geologic investigations and possible structural modification requirements will tend to raise the levels of acceptable risk. At the same time, it sets guidelines that are intended to increase the security and peace of mind of occupants of structures.

The Town of Los Gatos is a part of the San Francisco Bay Area, which is recognized as one of the most active seismic regions in the United States. Based on historic records and on the general seismicity of the San Francisco Bay Region, it is likely that during the next 50 years, the Town will be affected by at least one earthquake of a Richter magnitude 6 or greater and by numerous earthquakes of lesser magnitude.

The configuration of soils and geologic structure underlying the Town of Los Gatos expose the Town to a variety of seismic related geological hazards. (See Technical Appendix.) Principal hazards are displacement along a fault trace and earthshaking. The latter is the most significant since it can affect the entire area. A major earthquake with epicenter location close to the Town will cause structural damage to buildings, roadways and utilities and will likely cause serious earth slides in the hills.

10.2 ISSUES

1. Are there areas or buildings in the Town that expose people or property to a level of risk that is unacceptable?
2. What should the Town do about existing buildings that do not conform to current seismic standards?

10.3 GOAL

To minimize property damage and loss of life due to earthquakes.

10.4 POLICIES

1. Ensure that reliable evaluations are made of the geologic conditions existing at all sites proposed for development, especially where conditions indicate the possibility of weak supporting soils or geologic structure.
2. Restrict new development and redevelopment based on the levels of acceptable risk and potential severity of hazard.

3. As part of development review, the developer shall fill out the Geologic Hazards Check List as adopted by the Town and show that proposed structures including earth fills will resist potential earthquake effects.

4. Develop program to reduce seismic hazard conditions of existing buildings in concert with and respect for their visual architectural importance to the Town.

5. Preserve as open space that property which is unbuildable due to geologic conditions.

6. Buildings and structures required for emergency services shall have sufficient resistance to withstand a major earthquake.

10.5 IMPLEMENTATION

1. The Town Engineer, the Building Official, the Planning Commission and the Town Council shall have authority to require geological investigations for any development or project.

2. The Town shall develop a geological map delineating known geological hazards and faults in the Town. (Figure 10.1 consisting of eight maps shall be used as a guide for requiring geologic reports.)

3. The Town shall identify those bridges whose destruction would cause serious access problems after an earthquake.

4. The Town shall identify and evaluate buildings in Town whose use and function are essential in response to a major earthquake.

5. The Town shall adopt and enforce regulations including the current editions of the Uniform Building Code and Historic Building Code to insure that the structural design of buildings and structures is adequate to resist potential earthquake effects.

6. The Town shall develop a program to identify buildings and structures in Town that are suspect of having major structural deficiencies to resist lateral forces imposed by earthquakes.

7. The Town may require structural repair to existing non-conforming buildings when additions or major alterations occur. The cost of the required repair shall be commensurate with the total cost of construction.



Legend :

- D** **Major Geotechnical Hazard**
- E** **Moderate Geotechnical Hazard**
- F** **Minor Geotechnical Hazard**
- E/F** **Moderate - to - Minor Geotechnical Hazard**
- s** **Landslide Potential**
- r** **Fault Hazard Potential**

**FIG. 10.1 GEOLOGIC HAZARD
POTENTIAL**

2 / 4 / 85
scale 1in = 1000ft.



141

E/F

Dr

Shannon Fault

E/F

113

112

E/F

E/F

Ds

E/F

Ds

Monte Vista Fault

Dr

E/F

GENERAL PLAN

TOWN OF LOS GATOS

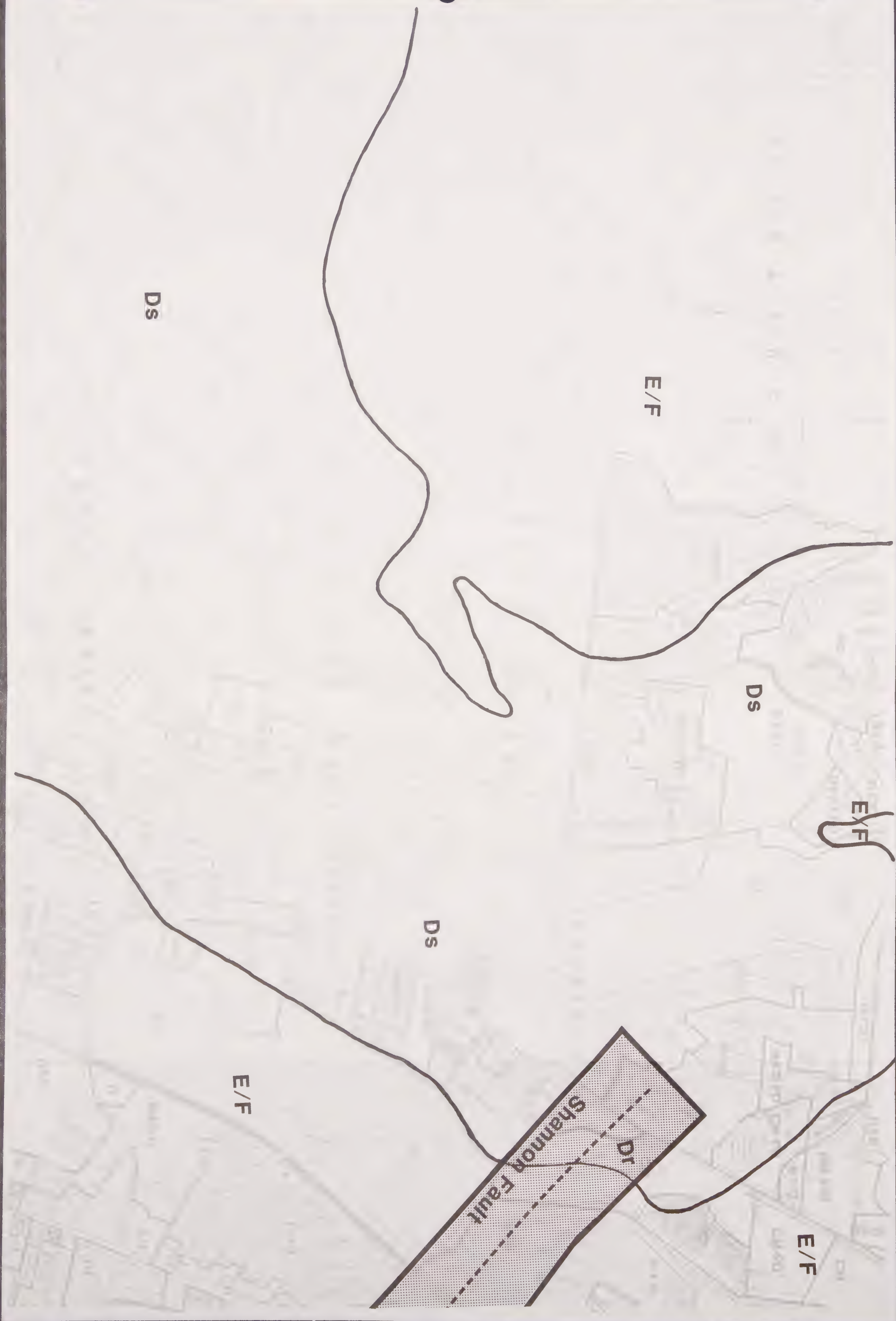
PLANNING DEPARTMENT

GEOLOGIC
HAZARDS

2/4/85



MAP NO.
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113
141



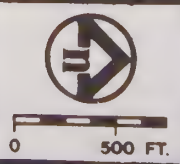
GENERAL PLAN

TOWN OF LOS GATOS

PLANNING DEPARTMENT

GEOLOGIC
HAZARDS

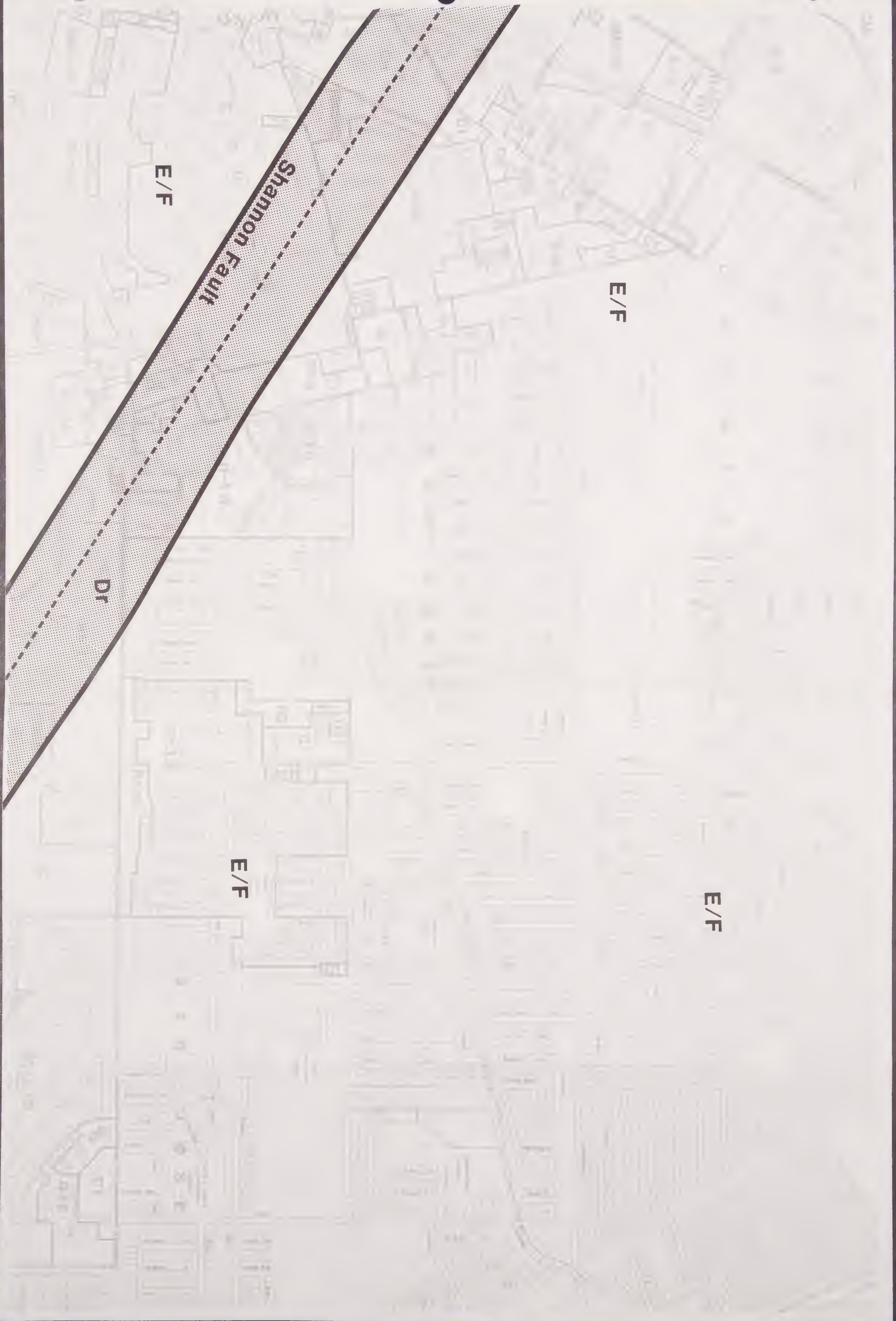
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MAP NO.

126





GENERAL PLAN

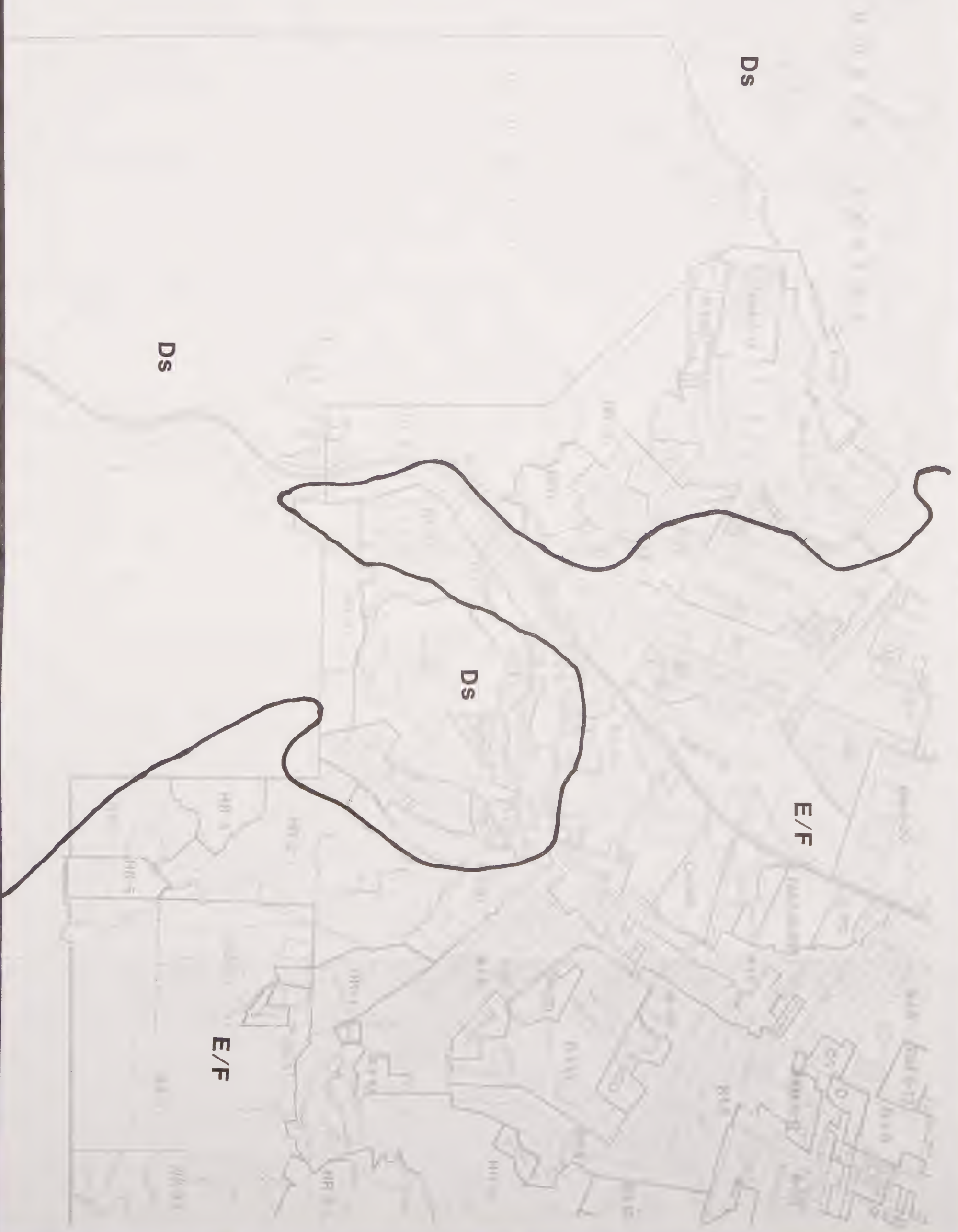
TOWN OF LOS GATOS PLANNING DEPARTMENT

GEOLOGIC
HAZARDS

2/4/85



MAP NO.
127



GENERAL PLAN

TOWN OF LOS GATOS

PLANNING DEPARTMENT

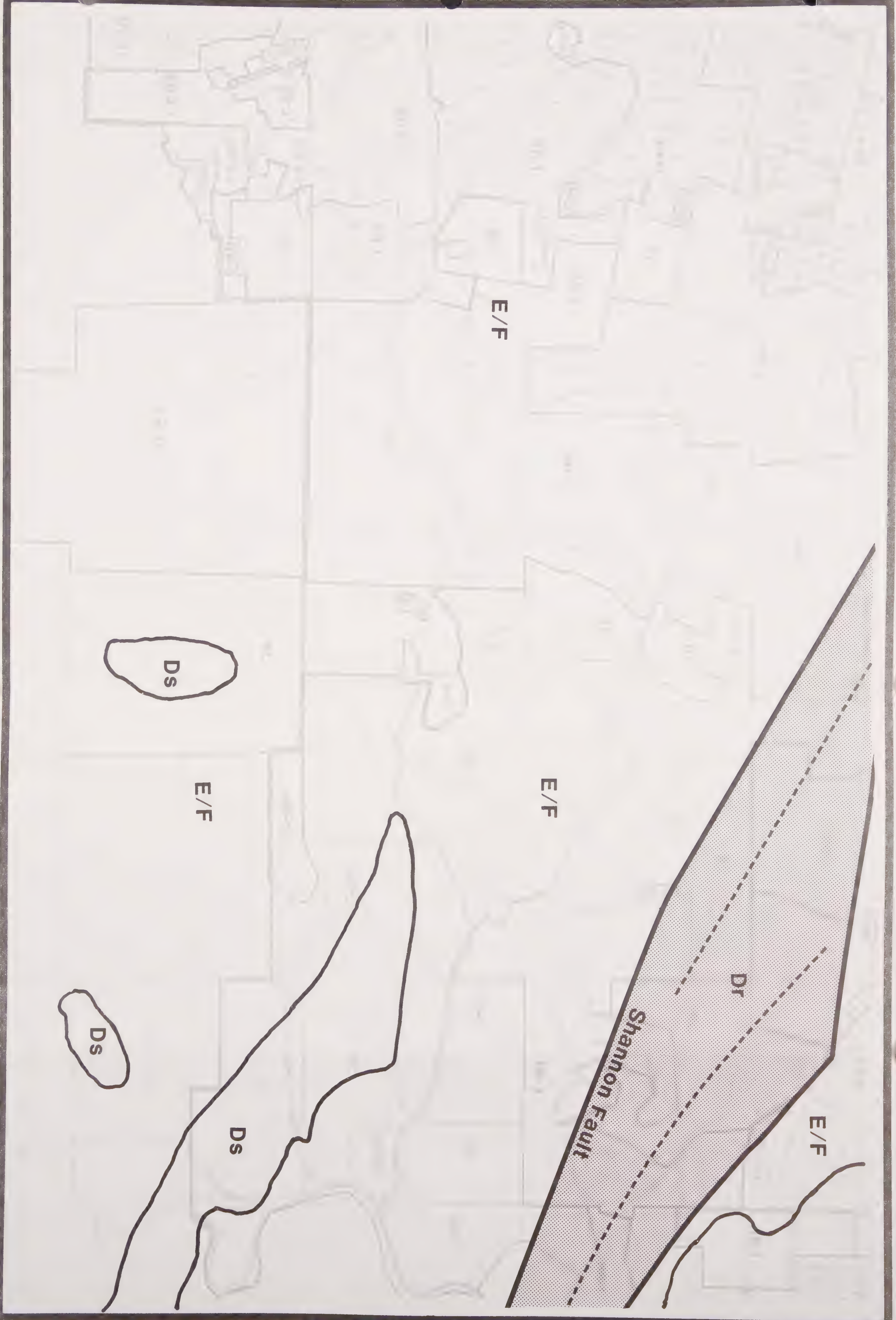
GEOLOGIC
HAZARDS

2/4/85



MAP NO.
139





GENERAL PLAN

TOWN OF LOS GATOS

PLANNING DEPARTMENT

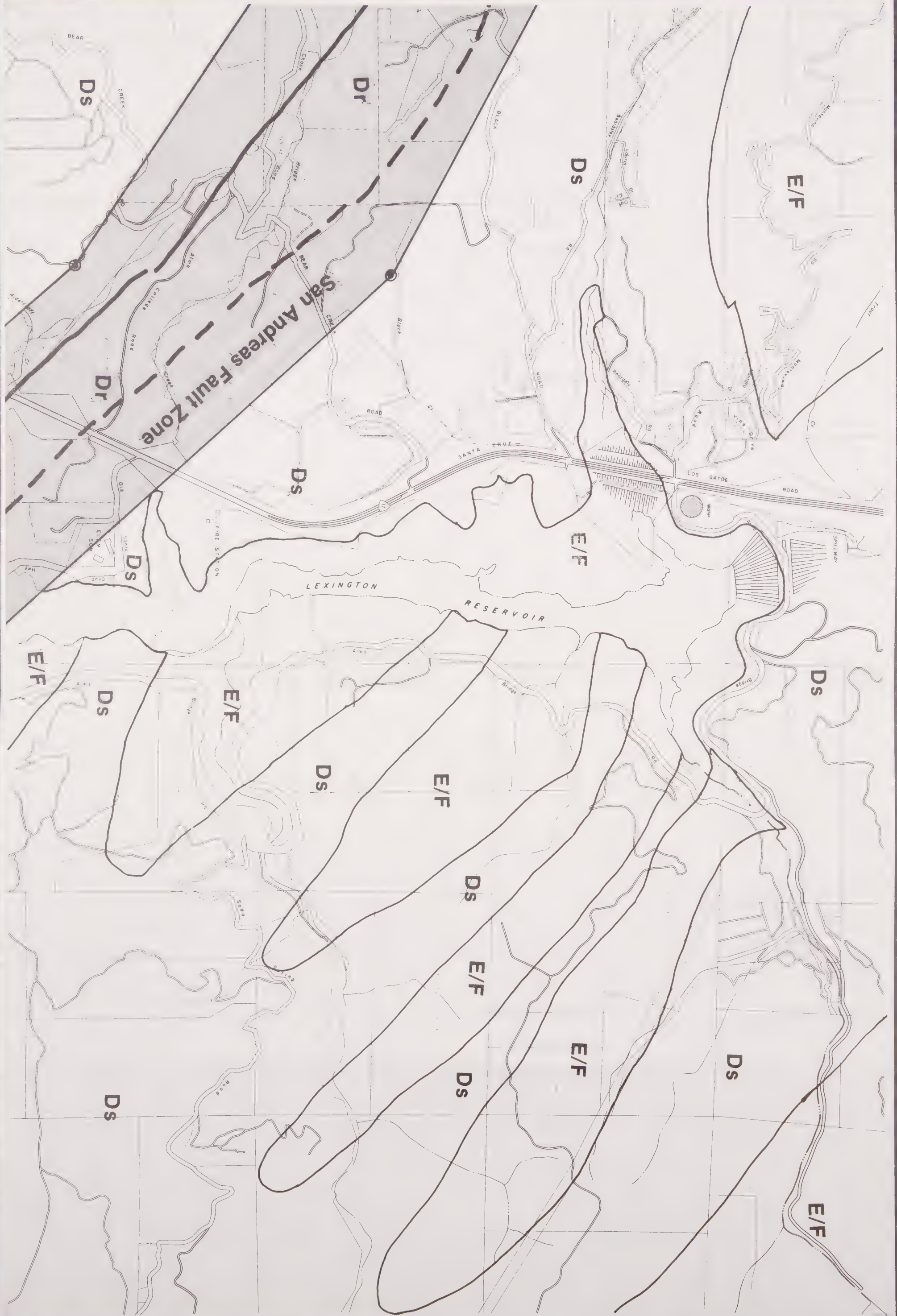
GEOLOGIC
HAZARDS

2/4/85



MAP NO.
140





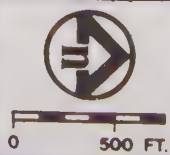
GENERAL PLAN

TOWN OF LOS GATOS

PLANNING DEPARTMENT

GEOLOGIC
HAZARDS

2/4/85



MAP NO.
152



DS

E/F

E/F

DS

GENERAL PLAN

TOWN OF LOS GATOS

PLANNING DEPARTMENT

GEOLOGIC
HAZARDS

2/4/85



0 500 FT.

MAP NO.

153





NOISE

11.0

11.0 NOISE ELEMENT

11.1 INTRODUCTION

This element is intended to provide an identification and evaluation of unwanted noise in Los Gatos, and to establish goals and policies for the reduction of such noise at its source and within noise-sensitive areas or structures.

The noise level generations, intensity and impact should be considered in determining the placement of housing, open space and other noise sensitive land uses.

Los Gatos, as a primarily residential community, enjoys unusually low levels of noise. There are certain areas, however, especially along Highway 17, where noise creates a problem.

11.2 NOISE INVENTORY

The Government Code requires that each noise element contain a noise exposure inventory, current and projected, which identifies the number of persons exposed to various levels of noise through the community. Figure 11.1 consisting of five maps shows the current (1983) and projected noise contours for Los Gatos. Table 11.1 below shows the number of persons affected by noise in the Town.

Table 11.1
NOISE EXPOSURE INDEX
(LDN, 60 dB(A) and above)

	<u>Existing</u>		<u>Projected</u>		<u>Total</u>	
	<u>Units</u>	<u>Pop.</u>	<u>Units</u>	<u>Pop.</u>	<u>Units</u>	<u>Pop.</u>
Single Family	998	2465	123	304	1121	2769
Multiple Family	606	1497	229	566	835	2063
Total	1604	3962	352	870	1956	4832

Note - 1980 population multiplier equals 2.47 persons/unit

11.3 ISSUES

1. How to deal with traffic noise from freeways and major streets such as Los Gatos Blvd, Winchester Blvd, Saratoga Ave, etc?
2. How to keep late night noise from affecting the residential areas in the Downtown?
3. How to prevent major developments such as auto dealers, schools, restaurants, shopping centers etc., from disturbing adjacent residential uses.

11.4 GOAL

To preserve the quiet Town atmosphere.

11.5 POLICIES

1. Ensure that roads constructed or improved by the Town of Los Gatos be designed with careful consideration given to the noise impact they will create, in both the short and long term.
2. Ensure that all purchases of noise-producing Town equipment be made with careful consideration given to the noise impact they will create.
3. Ensure that all services contracted or performed by the Town do not cause undue noise problems.
4. Strictly enforce the noise section of the State Motor Vehicle Code.
5. Enhance traffic flows (though not necessarily speed) to reduce high noise levels created by stop and go driving.
6. Protect residential areas from industrial and other noise producing areas through separation, preferably by distance, but also by sound walls, landscaping, and effective placement of buildings.
7. Protect residential areas from noise with abatement procedures.
8. Require the adoption of the L_{dn} scale for evaluation of residential and open space land uses and the L_{eq} scale for evaluation of commercial and industrial areas.
9. Pursue the following outdoor noise limits as representing the long range community aspirations and work toward their accomplishment, even though some may be presently unattainable:

<u>Land Use</u>	<u>Max. L_{dn} Value</u>	<u>Max L_{eq} 24 Value</u>
Residential	55dB(A)	
Commercial		70 dB(A)
Industrial		70 dB(A)
Open Space		
Intensive (developed park)		55 dB(A)
Passive (natural park)		50 dB(A)
Hospital	55 dB(A)	
Educational		55 dB(A)

10. Minimize the noise impacts of the future potential uses in the Route 85 Corridor.

11. Ensure that land use patterns and traffic patterns do not expose sensitive land uses to unacceptable noise levels.

11.6 IMPLEMENTATION

1. The Town will continuously review data from both the public and private sector to update procedures and programs which assist in effectuating the goals and policies stated herein.

2. The Town shall establish a measurable program for the reduction of noise, including an effective procedure for noise monitoring and enforcement.

3. Traffic volumes and average speeds should be reviewed periodically to insure maximum effectiveness in reducing noise levels, especially adjacent to residential areas.

4. The Town should identify those areas adjacent to existing or proposed State Highways which presently need acoustical protection and request that the State construct noise attenuation walls as a noise reducing measure.

5. The Zoning Ordinance should be amended to require buffers or separation between noise generating uses and noise sensitive uses. (Examples of noise sensitive uses include, but are not limited to, residences, hospitals, libraries, and parks.)

6. The Town as part of the EIR process, shall require an acoustical analysis of projects and all input related to noise levels shall use the adopted standard of measurement.

7. The Town shall continue to support legislation which encourages or requires the reduction of noise levels for machinery, motor vehicles and other equivalent which may be offensive due to high noise levels.

8. The Town shall require that all Town owned and operated equipment and equipment operated under contract with the Town contain adequate noise attenuation equipment. New purchases of equipment should be made with quiet operations given a high priority as a selection criteria.

9. The Town should maintain liaison with transportation agencies such as Caltrans regarding the reduction of noise from existing facilities. The design and location of the facilities will also be considered.

10. The Town should encourage all law enforcement agencies operating within the Town limits to enforce the State Vehicle Code noise standards.

11. Any EIR prepared for the Town for a project where noise is an issue should relate the noise data to the Town's noise ordinance to give the Planning Commission and Town Council a standard for comparison.

12. The Town shall require that stringent noise control measures accompany construction of new County, State, and Federal roads and highways, preferably by depressing them, but also by construction of soundwalls and berms, by landscaping, and by soliciting funds to modify existing noise-sensitive buildings where appropriate.

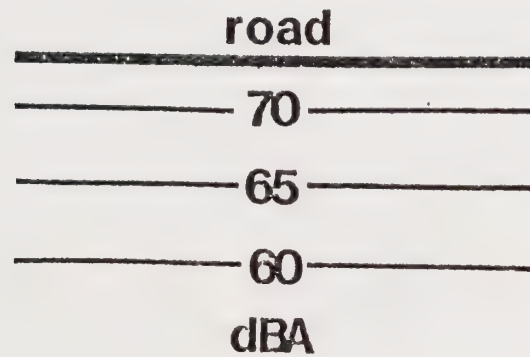
13. The Town shall require all noise sensitive developments adjacent to, or within an area where noise level exceeds 55 db. to include an acoustical analysis and recommendation for reducing noise impact to acceptable level.

14. The Town shall have a noise ordinance and maintain the standards. For commercial and industrial developments adjacent to residential neighborhoods additional restrictions may be applied to reduce noise intrusions on to residential districts to an acceptable level.

15. The Town shall create a community noise survey.

16. The Town shall adopt a procedure for reviewing the noise impacts of any proposed development.

Legend:



Existing Contours

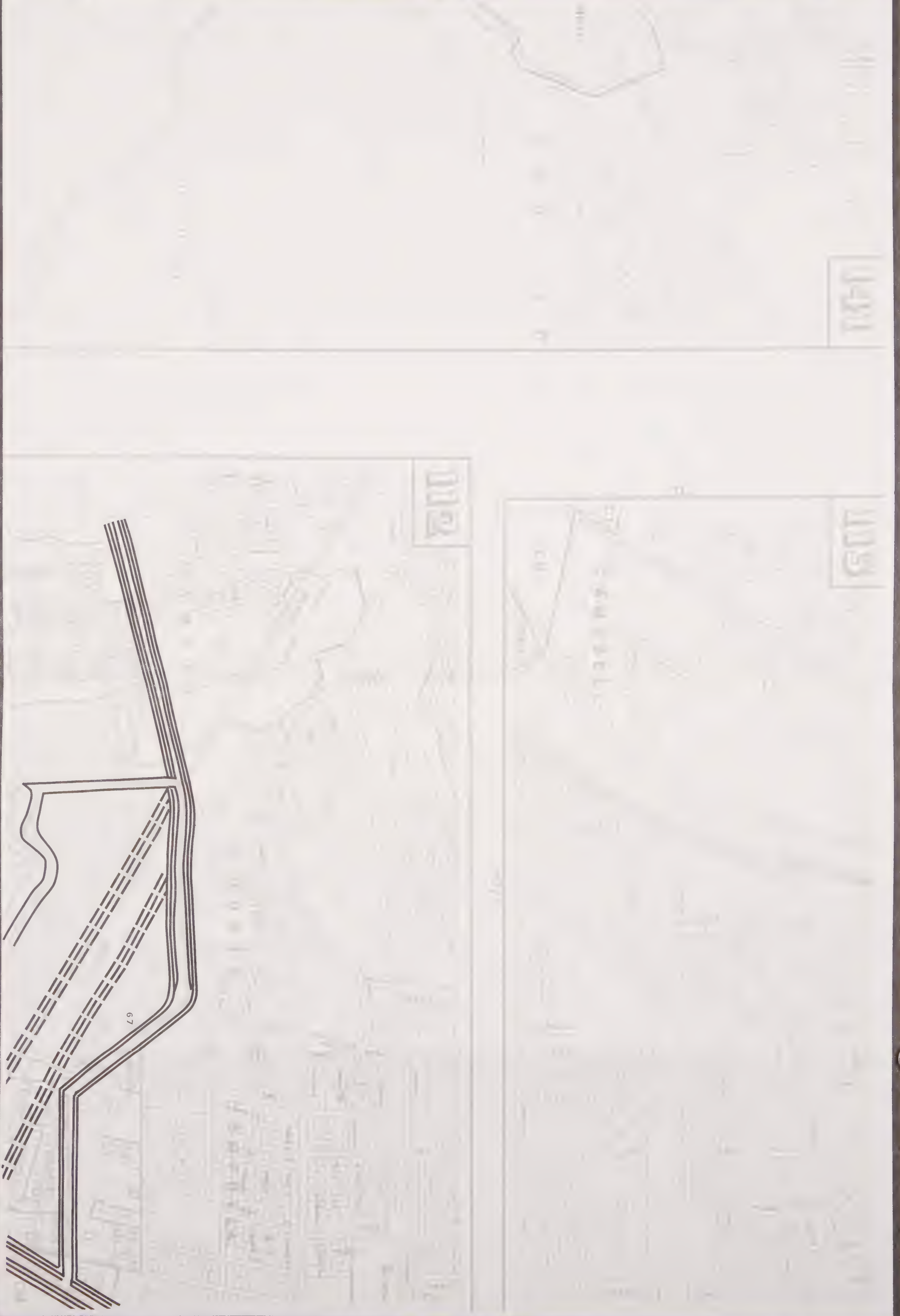
Projected Contours

INDIVIDUAL READINGS (69DBA) NOTED FOR SITES
OR AREAS DEEMED NOISE SENSITIVE

FIG. 11.1 NOISE CONTOURS

2/4/85
scale 1in. = 1000ft.





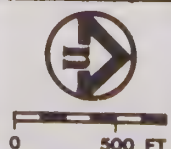
GENERAL PLAN

TOWN OF LOS GATOS

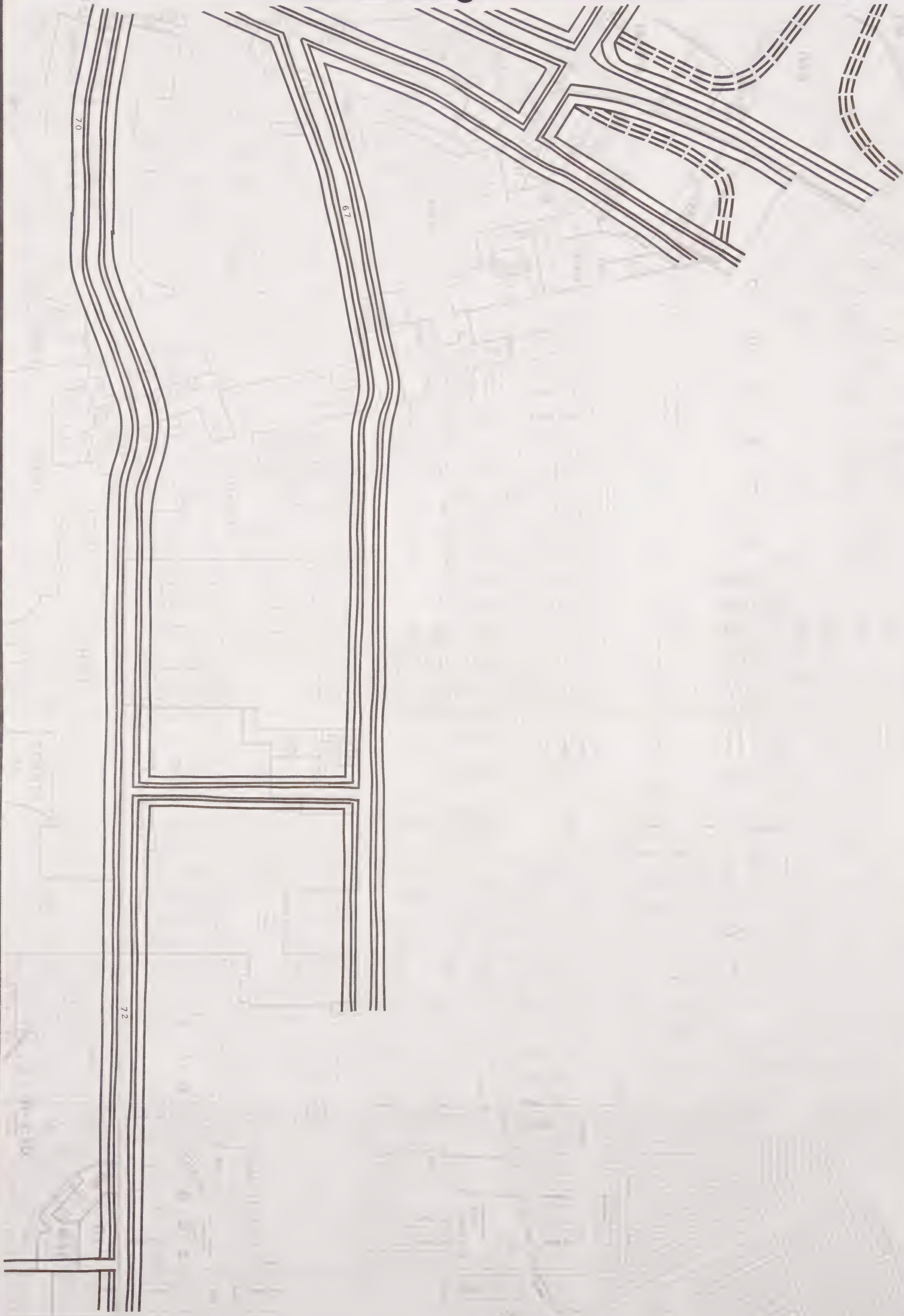
PLANNING DEPARTMENT

NOISE
CONTOURS

2/4/85



MAP NO.
112
113
141



GENERAL PLAN

TOWN OF LOS GATOS

PLANNING DEPARTMENT

NOISE
CONTOURS 2/4/85



MAP NO.
127

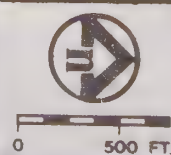


GENERAL PLAN

TOWN OF LOS GATOS

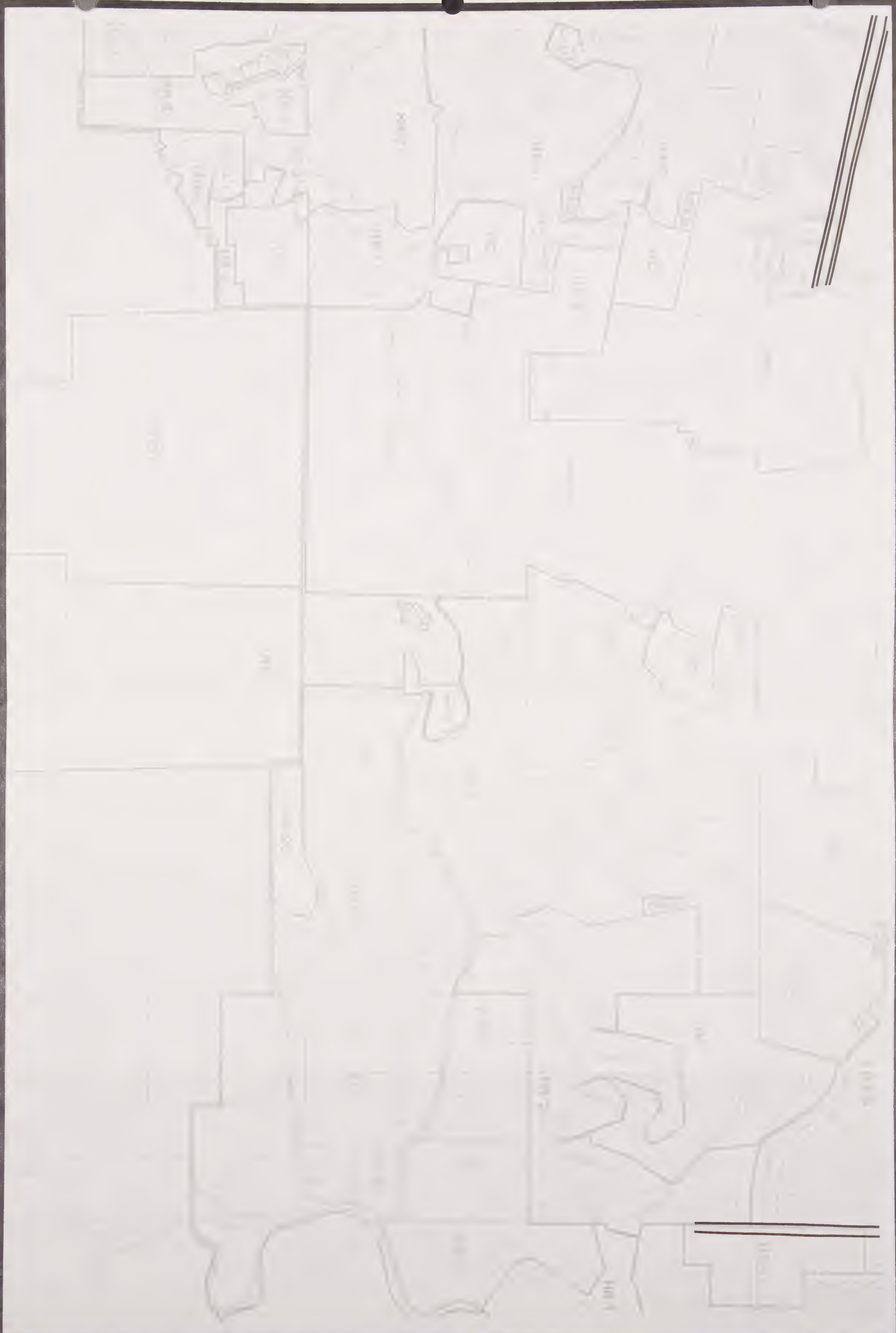
PLANNING DEPARTMENT

NOISE
CONTOURS 2/4/85



MAP NO.

139



GENERAL PLAN

TOWN OF LOS GATOS

PLANNING DEPARTMENT

NOISE
CONTOURS

2/4/85



0 500 FT.

MAP NO.

140

ENERGY

12.0

12.0 ENERGY ELEMENT

12.1 INTRODUCTION

Los Gatos is a community which is concerned about the conservation and efficient use of energy. This element establishes the policies and implementation measures to bring about more efficient use of energy in the Town.

12.2 ISSUES

1. Can the Town provide for alternative modes of transportation?
2. What is the feasibility of utilizing alternative fuels?
3. What is the cost effectiveness of design criteria stressing energy conservation and use of alternative energy sources?
4. What is the feasibility of solar energy systems as an alternative energy source?
5. How can current market barriers to energy conservation, particularly in rental housing be overcome?
6. What are the best means of educating the community to the opportunities and necessity of reducing dependence upon non-renewable fossil fuels?

12.3 GOALS

1. To reduce dependence on limited resources.
2. To restrict development which creates the need for increasingly expensive fuels.
3. To provide for alternatives to the use of the automobile.

12.4 POLICIES

1. Promote, practice and encourage maximum feasible conservation of electricity and natural gas in all existing residential, commercial and industrial buildings.
2. Promote utilization of solar energy and other renewable energy sources in all new and existing residential, commercial and industrial buildings.
3. Promote and require energy efficient design and landscaping of all new development.
4. Encourage all energy efficient modes of transportation (mass transit, carpooling, vanpooling and bicycling) as an alternative to the single occupant automobile.
5. Promote and require maximum feasible energy conservation.

6. Promote where feasible, the use of renewable energy sources in all Town facilities and operations.

12.5 IMPLEMENTATION (non-transportation programs)

1. Regulations, in addition to Title 24 requirements should be established, including revisions to the existing Town Code, that promote and require the conservation of energy and the use of renewable energy sources as follows:
 - a. Solar access to existing buildings and all installed solar energy systems shall be protected.
 - b. Specific design criteria shall be developed for energy efficient architectural designs, site plans and landscaping to be used during plan review of all new development. (See Energy Guidelines in the technical appendix.)
 - c. The provision and protection of solar access in all new development shall be required through the dedication of private solar access covenants.
 - d. The design of all new developments shall be required to the extent feasible, to take advantage of passive solar heating and cooling opportunities as specified by Section 66473.1 of the Subdivision Map Act. The word "feasible" is as defined in Sec. 66473.1.
 - e. The use of solar water heaters on all new residential buildings shall be required where solar access is available and natural gas is not available. Pre-plumbing for solar water heaters shall be required on all other new residential construction where solar access is available.
 - f. Solar energy shall be required as the primary means of heating new swimming pools, where solar access is available.
 - g. Any current Town regulation which may limit feasible energy conservation or solar energy applications shall be identified and considered for modification.
2. The Town, in conjunction with the local board of realtors, should participate in the development and implementation of an energy efficiency rating system for existing residential structures to assist home buyers in selecting energy efficient homes.
3. The Town should continue to promote the rapid weatherization of all homes through publicizing available utility energy audit and financing programs and investigate possible contracting with PG & E to identify participants.

4. Maintain an "energy information center" at the Town Hall to distribute available pamphlets and brochures on tax credits, consumer protection programs, energy grant and loan programs, recycling and do-it-yourself weatherization information.

5. The Town shall continue to adopt the following energy saving steps for Town facilities and operations:

a. Conduct, with assistance from PG & E, a thorough energy audit of all Town facilities to identify cost-effective opportunities for conservation and use of solar energy systems.

b. Designate a high-level staff person as the Town Energy Manager who is responsible for coordinating and meeting in-house energy conservation goals.

c. Establish realistic yearly goals for reductions in Town energy costs and keep Town personnel aware of program status.

d. Establish a fuel conservation program for Town vehicle fleet and require Gas Cap driver training for all employees who use fleet vehicles.

12.6 IMPLEMENTATION (transportation programs)

1. Consider pedestrian pathways in all new development.

2. Provide for pedestrian circulation over, under or conveniently around pedestrian barriers such as freeways, rivers, railroad tracks, etc.

3. Establish a Town Trail pedestrian pathway system which is clearly marked, links major activity centers within the community, and minimizes contact with areas of high automobile traffic.

4. Require efficient and safe pedestrian access from residential areas to schools and other youth activity centers.

5. Develop (or expand) a system of bicycle lanes on existing streets which provides bicycle access to all major destinations and activity centers.

6. Consider bicycle lanes in all new development.

7. Require secure bicycle parking facilities in all new commercial and industrial development, parking lots, and major bus stops.

8. Provide incentives or trade-offs to developers for shower and locker facilities in new commercial and industrial development.

9. Review traffic signal operations to maximize the efficiency of automobile travel.

10. Eliminate unnecessary traffic control devices such as stop signs, which decrease safety rather than increase it.

11. Plan for and develop community transit into an integrated multi-modal system.

12. Encourage the development and use of peripheral Park-and-Ride lots.

13. Provide adequate shelter and security at bus stops.

14. Investigate a fare-free zone for buses in the downtown business district.

15. Schedule bus stops at downtown peripheral parking lots to encourage employee transit.

16. Locate transit stops to maximize passenger convenience and minimize traffic flow disruption.

17. Consider the construction of bikeways and handicapped access in all new development.

18. Encourage and promote non-automobile transportation.

19. Promote and encourage car and vanpooling.

**COMMUNITY
DESIGN**

13.0

13.0 COMMUNITY DESIGN ELEMENT

13.1 INTRODUCTION

Development, as it exists today, is a mix of modern day structures and examples of architecture that range back to the original flour mill.

This element will concern itself with community identity and residential, commercial and industrial design features including landscaping and streetscapes.

13.2 ISSUES

1. Should the Town develop design review criteria?
2. If so, should the criteria be Town-wide or localized?
3. If design criteria are developed, how should they be implemented?

13.3 GOAL

To insure high quality community design for new construction and renovation, and conservation of historically and architecturally important structures or streetscapes.

13.4 POLICIES

1. Promote a positive community identity for the Town of Los Gatos.
2. Promote visual continuity through tree planting, consistent use of low shrubs and ground cover, and removal of visually disruptive elements on major streets.
3. Promote and protect the identity of residential neighborhoods.
4. Promote and protect the identity of the downtown commercial area.
5. Promote improvements to the appearance and function of the industrial areas.
6. Promote and protect the natural amenities of Los Gatos.
7. Promote and protect viewshed through development limitations on ridgelines.
8. Preserve historical and architectural resources.
9. Maximize handicapped access in new developments.

13.5 IMPLEMENTATION

Design standards shall be considered with every application. Because the Town is concerned with its design standards each applicable Development Review Committee (DRC) report shall include a design review with respect to at least the following considerations:

1. Building architecture (in keeping with the surrounding neighborhood)
2. Utilities
3. Landscaping
4. Streets and sidewalks
5. Signing
6. Lighting
7. Historical significance
8. Handicapped accessibility

The review may be prepared either by the DRC, by a consultant, or by the developer, if appropriate.

**HUMAN
SERVICES**

14.0

14.0 HUMAN SERVICES ELEMENT

14.1 INTRODUCTION

The Human Services Element expands the General Plan's perspective in assessing needs and resources. A Human Service Element is a Town policy statement outlining the basic process in establishing the Town's role and responsibility in the area of human services.

The intent of the Human Services Element is to provide the Town of Los Gatos with guidelines to address human concerns through the physical planning process and to facilitate the development of a coordinated system of human services to meet with community needs.

The intent of the element is not to add new responsibilities to Town Government or expand the Town's bureaucratic process. It is intended to organize and document efforts already demonstrated by this Town for the human service needs of this community. It is also intended to bring focus of those efforts into policy guidelines to be used by the Town in decision-making regarding social policy planning.

The Town has for years been actively involved in the provision of human services in the areas of recreation, employment, transportation for the elderly, subsidized housing and youth counseling.

Historically, city planning in the United States has focused primarily on physical characteristics and development of a community. Generally it was assumed that out of sound physical planning, equally sound economic and human development would automatically evolve. In recent years, however, there has been a growing recognition that the traditional emphasis on physical concerns is insufficient to cope with the diverse problems which local city governments must address. It has become increasingly apparent that emphasis on the human needs of residents should also become a consideration of city planning.

Major land use and development decisions have important physical, economic, social and environmental implications which must be considered by public officials in a comprehensive planning process. A Human Services Element to the General Plan provides one method for bringing human concerns into the physical planning process.

Human Services are those services in the community, both public and private, designed to meet special needs of people.

Currently, the thrust of federal legislation is to place greater decision-making authority at state and local levels, as well as placing a greater responsibility on local jurisdictions to identify problems and needs on a comprehensive and systematic basis. Such an approach is necessary to acquaint decision makers with the various human problems confronting the community, so that the use of available resources can be directed to those areas requiring immediate attention.

Before problems and needs can be identified, it will be necessary to bring together the public and private agencies now providing human

services to Los Gatos residents. Presently, many of these services are fragmented; immediate needs are often addressed without attention to long range planning efforts.

The involvement of the Town in solving human need problems does not necessarily mean that the Town must directly deliver services. The Town may assume the following four roles in order to assist in developing a more effective delivery of services in Los Gatos: (1) Resource Coordinator, (2) Educator/Advocate, (3) Catalyst/Facilitator, (4) Evaluator.

14.2 ISSUES

1. Should the Town use its resources to be a central source for human service information?
2. Should the Town exercise its leadership role to coordinate human services available to Town residents?
3. Does the Town want to assess the social and economic implications of physical development?
4. Does the Town want to maintain its role in the delivery of human services?
5. Should the Town be prepared to use General Fund monies to support human services?
6. Does the Town want to be the agency which will assess the effectiveness of human services provided to Town residents?
7. Should the Town be concerned with all human services whether or not funded by the Town?
8. Should human services supported by the Town be available to all "targeted" residents?
9. How does the Town fulfill unmet needs with limited staff and funds?

14.3 GOALS

1. To create an environment which would plan for the needs of all Town residents and maximize their quality of life.
2. To consider human needs in all planning decisions.
3. To match human service needs with available or potential resources in a coordinated, comprehensive and economical manner.

14.4 POLICIES

1. The Town shall present issues, alternatives and their likely social affects; so that they are readily understandable by the residents, particularly by those directly affected.
2. The Town shall establish evaluation procedures to assess the effectiveness of human services provided to the residents.
3. The Town shall provide a uniform inventory of human services to provide essential information on all programs.
4. The Town in cooperation with other agencies should develop an analysis to assess social and economic affects of physical development.
5. The Town shall examine community needs to identify gaps in service that should be filled or facilitated by the Town and inform the Town residents of the scope and severity of these problems.
6. The Town shall develop policy regarding the expenditure of Town funds to maintain human programs if other revenue sources fail.
7. The Town shall set priorities for the expenditure of funds based upon the most recent Community Needs Assessment.
8. The Town shall welcome input from any citizen or citizen group regarding any human problem or condition which may need the Town's help to remedy.

14.5 IMPLEMENTATION

1. The Community Services Commission shall complete a current Community Needs Assessment.
2. The Community Services Commission shall recommend an allocation of Town resources to meet identified needs.
3. It shall be the role of the Community Services Commission to act as a technical advisory committee to determine the implications of community development decisions.
4. The Community Services Commission shall establish a human services inventory. The inventory shall be posted in key Los Gatos public buildings.
5. The services provided by any organization supported with Town funds shall be available to all targeted residents throughout the Town.
6. The Town shall assist its citizens in their attempts to secure assistance from other levels of government and the public and private sectors.

7. The Town shall advocate volunteerism and other resource development for the betterment of the community.
8. The Town shall evaluate programs on the basis of their effectiveness in meeting service objectives and work to improve them.



U.C. BERKELEY LIBRARIES



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